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JANUARY 1977

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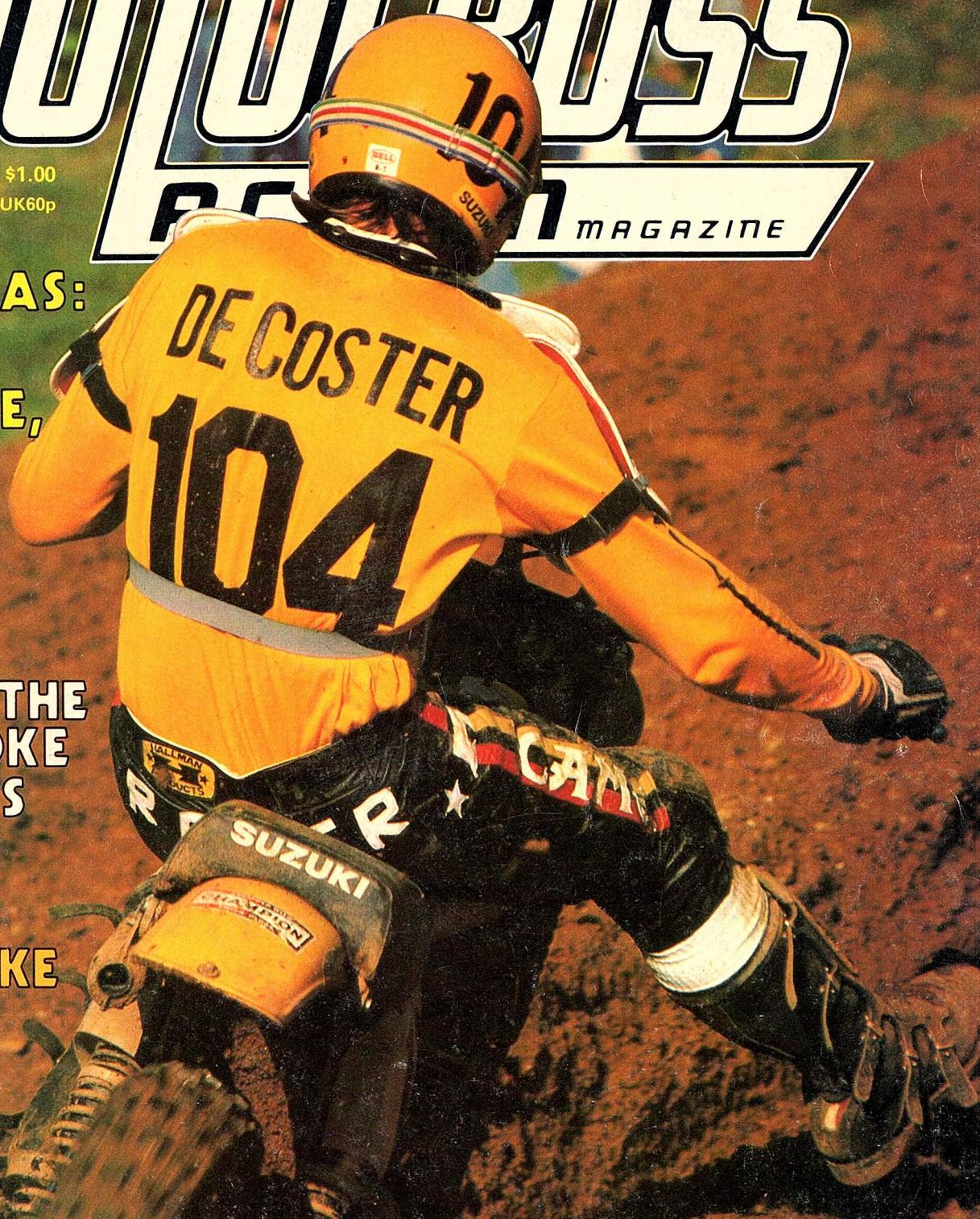
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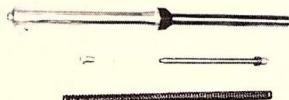




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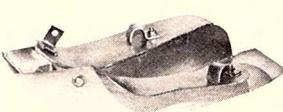
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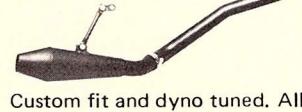
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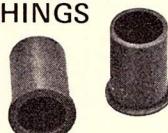
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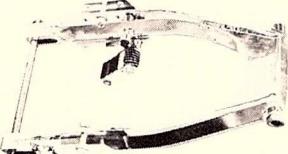


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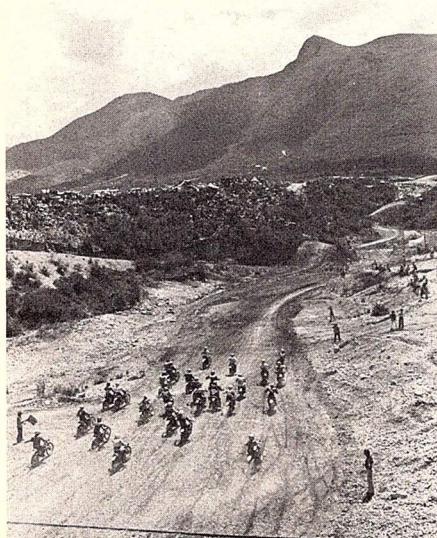
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SPECTATORS

MOTOCROSS ACTION MAGAZINE

VOLUME FIVE
NUMBER ONE
JANUARY 1977

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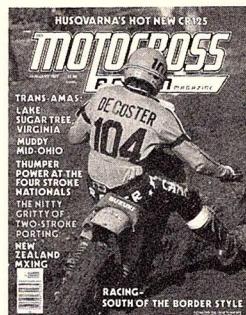
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COVER: During a brief interlude of sunshine, Paul Boudreau clicked off this shot of the World Champion dropping his factory Suzuki into a trench on the way to overall victory at the Lake Sugar Tree Trans-AMA. Complete coverage begins on page 36.

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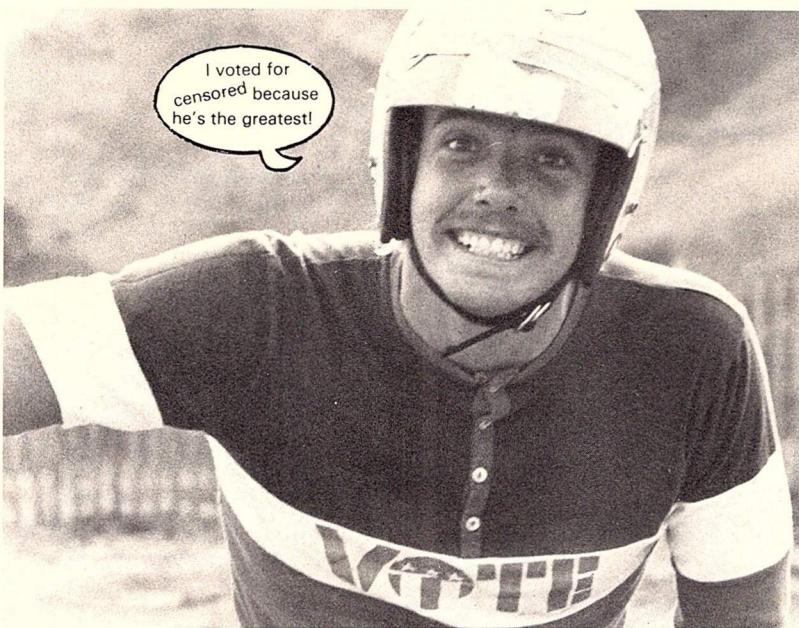
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on the mainjet

by dick miller



On page 17 of this issue is the new ROY ballot. If you're a devotee of MXA, then you already know that ROY means Rider Of The Year. This is our third season of asking you, the MOTOCROSS ACTION Magazine reader, to choose your favorite rider in a sport we think deserves more recognition than it receives.

When we first conceived the idea of having a "Rider Of The Year" a couple of years ago, many reasons came up for why we should do it, and a lot more came up for why we shouldn't. On the plus side, we felt that the motocrosser is usually neglected when it comes time for most motorcycle-oriented organizations or media to honor their kind. Since we are specialized and obligated to the sport, we decided to take things into our own hands.

The minus aspects of an award of this scope were in trying to come up with a prize or award for the winner that would be significant of the achievement. If we gave the recipient of the ROY award motorcycle paraphernalia, or even a motorcycle, we could get off cheap, because most of the industry people would donate the stuff to us for the

exposure and prestige of the situation. Some magazines do that now, and they even make money on the deal by having a banquet and charging admission. We didn't want to get into a rip-off situation like that, nor could we afford to give away the magazine, either.

A mini-truck seemed to be the logical answer. There was no problem of motorcycle-related sponsors being upset by their rider being awarded another brand of product. The possibility of this happening had to be about 100 percent. We were sure that the rider who won would have a bunch of sponsors, but it was highly unlikely that he would be sponsored by a car company. It was a situation that we all could be happy with, and after some quick negotiations with Toyota, it was settled.

We had first thought of having categories and such, since there are different classes, and then there was the problem of picking from riders here in the States, Europe, or for that matter, the whole world. We decided on the latter, since it simplified things; also, we only had one truck to give away.

When it came time to draw up a

ballot, we thought some of you might need a list of names to choose from, but then there was the problem of how to list them. Possibilities included championships won, numbers they carried in world competition, or by alphabetical order. Oversimplifying the situation, we decided on no list, since if you cared enough to vote then you probably would have a name in mind without a listing.

Now that we had all the details worked out, there was nothing more to do but sit back and count your ballots. And that's exactly what we did. We were amazed to see how many of you responded, since it took some effort on your part to vote for your favorite rider. A lot of you were upset about cutting the coupon out of the magazine, since they saved their magazines as part of a collection. A postcard was used by many readers and decorated accordingly. We also received a lot of notes with the ballots relating to your likes and dislikes about MXA. This was an unexpected bonus for us, and we got to hear from a lot of you who would never write to a magazine.

When the ballots were tallied for the first ROY award Roger DeCoster had decisively defeated his nearest competition by about a two-to-one margin. It seemed superfluous for us to give an award to a man who earned for the year more than three times our total staff salaries, and we heard some comments to that effect afterward. I'm sure most of you, when voting, were thinking about who your favorite was, and not about what the person was going to win — and that's as it should be. You also would have been delighted to see how much Roger was affected by your response in voting for him, and his genuine appreciation for what he received.

Our second year's recipient of the ROY award, Marty Smith, was also jazzed, to say the least. A \$5000 gift is nothing to sneeze at, but in the case of our first two ROY winners it is virtually petty cash. Marty ended up with two trucks when another magazine emulated us and gave him one also. Ours was given to him by the readers as an end result of his receiving more ballots than any other rider in the world. We have nothing to do with how and who you vote for, so in effect *you*

give the award, not us. We abide by your choice. So far, both previous ROY awards are still driving around in their tricked-out Toyota mini-trucks.

We are now looking for our third ROY winner, and hope that you will put forth the effort to vote for the rider you think should win this year. There are no precedents and no restrictions other than getting your vote in before March 1st of this year. If you're so inclined, drop us a note with your entry and kill two birds with one stone — but above all, take the time to vote.

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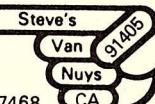
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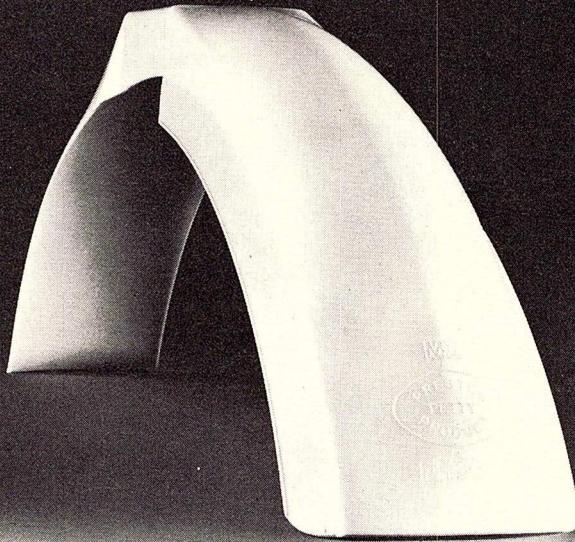
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Circle 1 on page 72

"HERE'S TO NO MUD IN YOUR EYE"

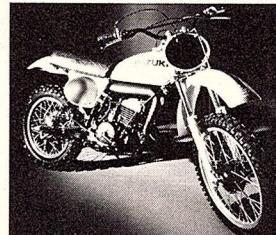


A toast to Preston Petty's new MX Front fender with unique rider design features for all off-road bikes that minimizes front fender splashing, allowing dirt and mud to be thrown away from the rider.

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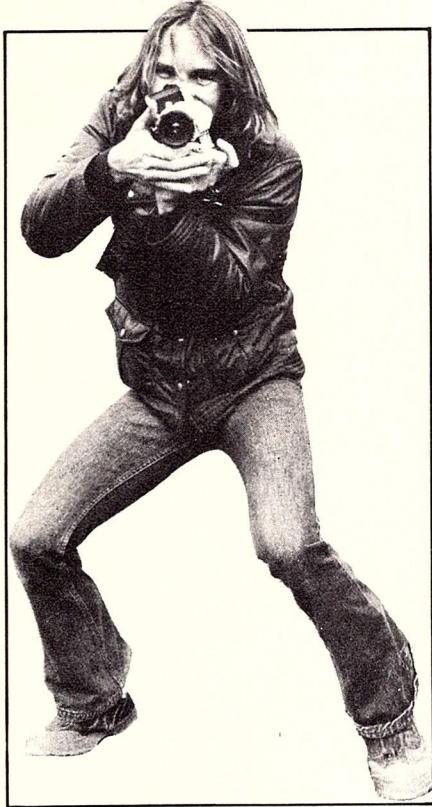
MX Front is a universal front fender, designed with an integral mounting bracket to fit all off-road bikes. The fender's curvature makes the MX Front easier to mount and allows better exhaust clearance. MX Front fenders are available in standard Petty colors and have the same product warranty as all Petty fenders.

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baz's box



by paul boudreau

The vast difference between Southern Californians and the rest of the people is their attitude toward the weather. Nowhere is this more evident than during the Trans-Am, when all the Southern California guys show up at the race somewhere in Upper Sandusky in the middle of November wearing a T-shirt and sneakers with no socks. Back home this is considered formal attire for any kind of weather, but in Upper Sandusky the elements can turn a normally warm human blue. So if you see a blue person walking around in a very hip T-shirt, you'll know where he's from.

It just so happens I am on the Trans-Am somewhere near Upper Sandusky huddled in the back of a

camper wearing every T-shirt I own. I've got my color down to a pastel shade, but my teeth are still clicking like a loose chain. California has really made me into a wuss. I remember when I used to be a New Englander.

Now, I'm not saying New England motocrossers are the toughest in the world, but if there's any tougher, they don't live in this country.

I remember one race my buddy Al and I went to at Middleboro. It was Easter Sunday, and when we arrived at the track, the entire Northeast was in the grip of the worst blizzard in 40 years. Snow, sleet and freezing rain were being driven horizontally before a 30-knot gale, and the temperature was near zero. We could barely see to find a parking space.

As we unloaded our bikes into the foot of snow that had already accumulated, Mr. Bardnarfer, one of the fathers, plodded up to us looking a little concerned.

"Have you seen little Bobby?" he said. Bobby was his youngest and currently in contention with another ten-year-old for the Junior Championship. "He went out for practice about 15 minutes ago and we haven't seen him since. Mrs. Bardnarfer has been poking in the snow banks around the track with a stick, but she hasn't come up with anything. Frankly, I'm a little worried."

"Don't be too concerned," said Al, "he'll show up."

"I hope so," said Mr. Bardnarfer. "He needs the points. If he's out there lost in this blizzard, that Horvat kid will win for sure. You know how much this championship means to me."

"If we see him," said Al, bracing against a gust of piercing sleet, "we'll send him back."

Practice was ridiculous. You picked your way through an obstacle course of downed bikes and riders. Guys were wandering around the track completely blinded by ice-cold mud and snow. The storm had worsened and following the course was now a matter of listening for the sound of other bikes. If you were being continually roosted then you must be behind somebody, which was a good indication that you might still be on the track. By the end of practice there were equipment and bodies everywhere. There was so much snow on the track and more coming down that no one quite knew where anything was. Riders were moving around on the track like ants on a chocolate chip cookie.

Back in the pits Al was digging furiously through a huge drift that had piled up against the van. I asked him what the problem was.

"Well, everything was going fine in practice, till I went to pull the tear-off from my goggles. It was so cold the plastic shattered and gashed my hand really bad. I mean, my finger was ready to fall off. I made it back here and managed to fix it with a shop rag and some duct tape, but I leaned my bike against the van and now it's buried. Give me a hand. I've got to find it and clean the filter before my race starts."

The riders' meeting resembled a scene from "The Gulag Archipelago." Bundled figures hunched against the storm listening intently while referee Andy Screwsalooski read the rules.

"Help!" A faint cry was heard through the howling of the blizzard. "Help! Save me!"

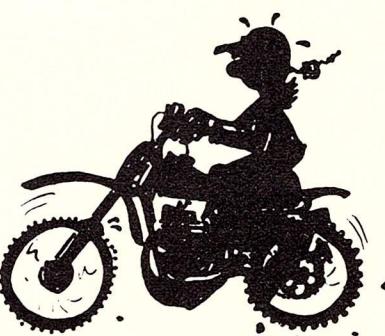
Andy stopped reading and looked annoyed. "Somebody tell that guy to stop making so much noise. It's hard enough being heard above this storm. Now, the yellow flag means . . ."

A crowd of 14 people had gathered — all New Englanders, of course — to watch the race. "Can you see anything?" one asked.

"No, but I heard one go by a little while ago," said another.

"My toes are frozen," whined a girl.

"Quit yer gripin' and watch the race," came back her boyfriend. "I



Continued on page 63

MOTOCROSS

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mail entries

KTM TEST

Dear MXA:

There is only one open-class bike better than the KTM 400 — the Penton 400.

Larry Bradshaw
Mountain City, Tennessee



MILLER'S EARS

Dear MXA,

I would like to thank Dick Miller for his article on earplugs. The importance of protecting your hearing cannot be overstressed. Remember, it's the only set of ears you have and if you damage them now that's it.

An MX Mom
Aurora, Illinois

Dear MXA:

The story on earplugs was dumb. I like to hear the bikes scream. My Elsinore is one of the loudest ones at our track. That's half the fun.

Davey Barre
Beeville, Texas

Dear MXA,

I thought Pierre's knee was gross, but it's not half as bad as a molded impression of the inside of Dick Miller's ear.

Billy Johnson
Santa Fe, New Mexico

Dear MXA,

Why don't they just make the bikes quieter?

Debbie Wallace
Lake City, Colorado

(What, and take away half the fun? — ass. ed.)

BRAD BARES ALL

Dear MXA,

I really dug on Brad Lackey's European pit fashions at the USGP. I love his bod. Brad's got real class. What other top motocrosser would dare to expose so much skin?

Wendy
San Rafael, NoCal

(Jaak van Velthoven, and he doesn't even have to take off his shirt — ed.)



SMITTY'S HOT

Dear MXA,

The picture of Marty Smith's bellybutton in your October issue was cute. I also noticed he was wearing a Timex watch. After all the hard riding and brutal punishment does it still keep ticking?

Eric Guinchard
Cupertino, California

Dear MXA,

I know that's Marty Smith's girlfriend on page 56 of your October issue. What made him pick her over all the other girls that dig on him? As you can tell, I'm jealous. I wish that was my leg his hand was on.

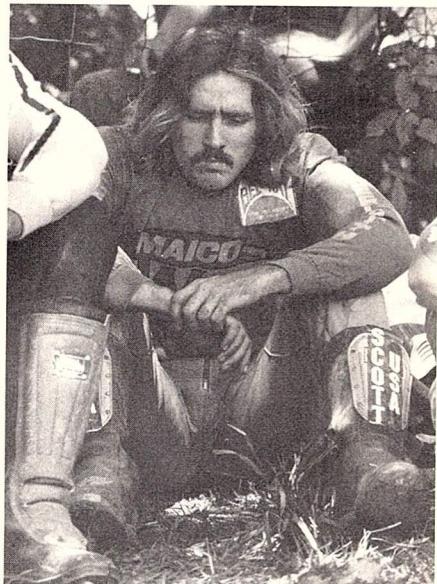
Suzy Q
Van Nuys, California

Dear MXA,

Marty Smith is one helluva rider, but my friends and I agree on the fact that his looks are just about

average. How about printing a picture of Gaylon Mosier, who's the real fox, and not the one with the plastic nose.

Allison Lockwood and friends
Canoga Park, SoCal



Gaylon Mosier

Dear MXA,

I want to see more of Marty Smith!!!

Lori Thompson
Logan, West Virginia

(Sorry, bellybuttons are about as far as we go. — ed.)

BAZ SPACES OUT

Dear MXA,

The idea in Baz's October Box about a successful Mars vs. U.S.A. Hang Ten GP was ridiculous. Everyone knows that the hottest Martian riders never show up like the promoters say.

Bill Vincent
Hillsdale, Michigan

Dear MXA,

Baz really knows how to put them together.

Bob "Gurtletooting"
Ithaca, New York

Baz,

At first I thought your Box in the October issue was a little far-fetched, until I watched the news that night. They were talking about the spacecraft on Mars and how one of the arms that collects the soil samples hadn't been working. I

Continued on page 66

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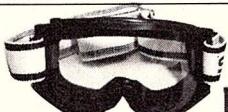
- LIGHTWEIGHT
- WATERPROOF
- HD VINYL
- DOUBLE-WALLED
- REINFORCED
- SEAMS
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MX GLOVES
JOFAMA \$21.95
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DG Logo
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SCOTT GOGGLES
CLEAR ... \$12.95
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SCOTT or SMITH
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SMITH GOGGLES
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JOFAMA
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SHOULDER & CHEST PROTECTORS

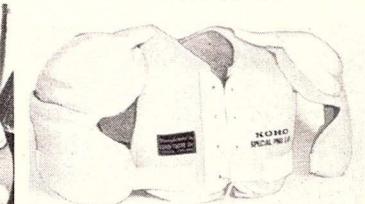
JOFAMA J2C, Child's \$27.50



JOFAMA J2 \$38.50



JOFAMA J3 \$19.95



5552 La Palma Avenue East ■ Anaheim, California 92806 ■ 714/996-4430 ■ **DEALER INQUIRY INVITED**

dirt

by holbert holquist



STACK'S OUT

Steve Stackable, heading into the Unadilla round of the Trans-AMA, was working out on a course in his home state of Texas and stuck his foot in a hole, severely tearing the ligaments in his knee. Steve was really looking forward to the Unadilla race in New York after having won the 500 round of the Nationals there. The injury seems to be severe enough to keep him from competing in the rest of the Trans-AMA.

* * *

HISSESSS...

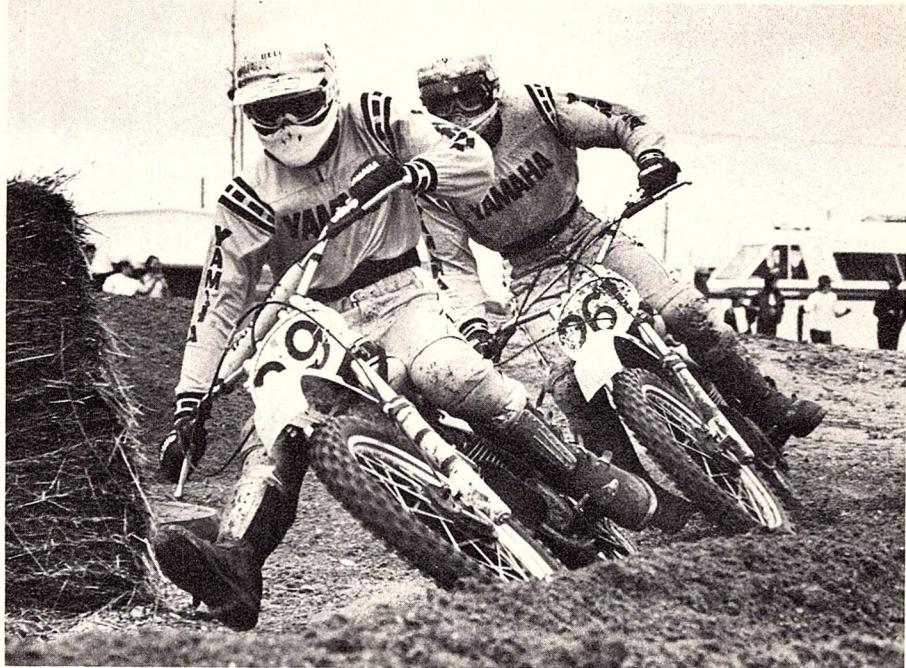
The after-race mini-bike race which has become an impromptu highlight of previous Trans-As is now considered a no-no by some stuffy AMA types, which has forced the "fun" racing underground. Sounds like FIM-type decision-making to us . . . just what our sport needs?

* * *

NEW CAN-AM

Can-Am will introduce a 360 prototype with case reed induction similar to the production RM Suzukis at the Texas Trans-AMA.

* * *



Yamaha "rookies" Bob Hannah and Rick Burgett are making a fine showing in their first Trans-AMA series. In the Virginia race, the second of the ten-race series, Bob

scored a second to DeCoster in the final moto while Rick holeshot each moto and held on to finish fourth overall for the day.

* * *



ELLIS'S HURT

What with Jimmy Ellis out because of a car-related injury (see Ohio race story), his ride is being temporarily filled by Bob Harris. The new open class Can-Am is reportedly pretty hot! At press time we've received word that Jim and his wife are back home recuperating from their injuries. Jim has a broken wrist and ribs, while his wife had internal injuries. He'll probably miss the rest of the series! Those cars are dangerous!

* * *

QUOTE OF THE WEEK

From a Virginia state policeman at the Lake Sugar Tree Trans-AMA: "You can take pictures just as easy from over there as from here. Now get moving before I show you how tough I am."

* * *

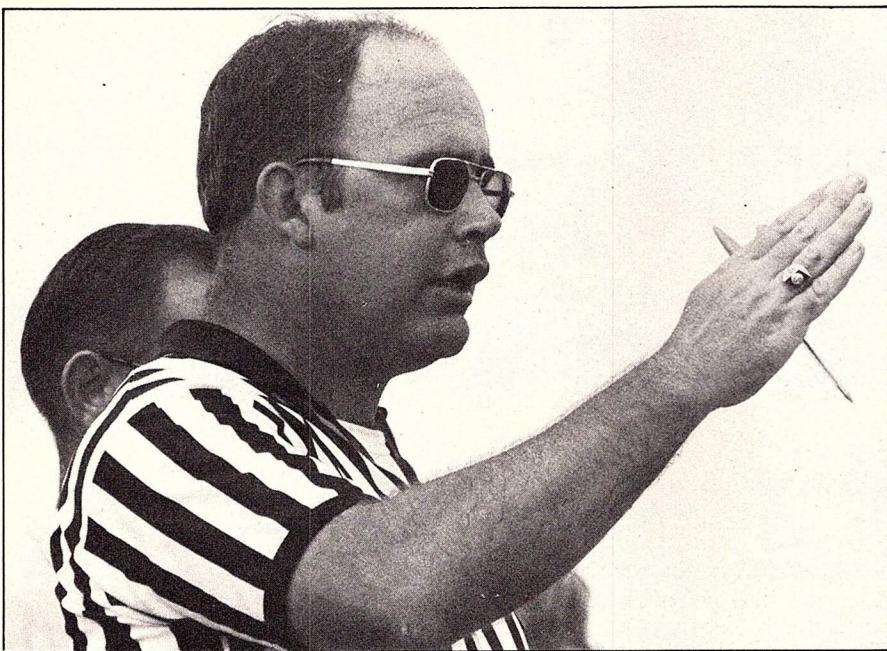
Moto Monthly Editor Brad Zimmerman switched and is now pounding the keys at Peterson Publication's empire of trivia. His namesake, Toni Zimmerman of Annapolis, Maryland, has become Toni Zimmerwoman. A local judge agreed that her new name would more directly reflect her sex. The 18-year-old coed charged that the name Zimmerman hailed back to male-chauvinistic ancestors and that it infringed on her dignity. We don't know at this time if she has ever met Brad.

* * *

OH, THE PAIN OF WINNING

Kent Howerton, after he won the Mid-Ohio Trans-AMA, was rushed to the trophy presentation platform soaking wet after his victory and promptly caught the flu.

* * *



WHIPS . . . RON DENNY

Ron is a new national motocross Referee who started last year working some events, Nationals and qualifiers, for Mike DiPrete. Prior to that Ron was the Regional Referee in District 11 in Ohio. When Chuck McCall left the AMA Referee staff Ron was called upon to help fill the vacancy. He had been an AMA official for four years prior to his new position.

Ron has raced a little himself,

mostly as an amateur in scrambles and enduros. He was also a novice dirt tracker for four years. He's kept active in the sport by holding various executive positions with the Dayton Motorcycle Club.

Ron's married and owns his own business, which involves air conditioning fixtures for markets and such. As a National MX Referee he's going to need all the cooling he can get, because his job can get very hot, indeed!

JERSEY SWAPPING

Our two Americans overseas might be wearing different shirts next year. Brad Lackey, although very happy with his Husqvarna sponsorship in Europe, might return to American shores to contest the National Championships in a green

shirt.

Jim Pomeroy, who campaigned the European GPs last season, with little help from his Bultaco factory sponsor, has finally lost his love for the Spanish marque and will be aboard different hardware for the 1977 World Championships.



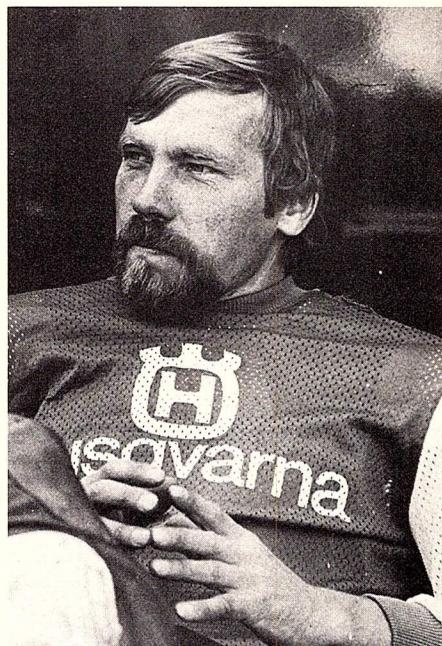
Roger DeCoster, who lost the opening round of the Trans-AMA at Mid-Ohio because his rear fender broke away under the weight of accumulated mud and allowed a big pile of dirt into the air box, showed up the next week at Lake



Sugar Tree with a double-strong rear mud guard made of two fenders sandwiched together. Said the champion with a twinkle, "If this doesn't work, I am going to make some tear-offs to fit under it."

The Valvoline-sponsored Ohio Trans-AMA drew the high mucky-muck of the oil company to the event to see first-hand what this motocross is all about . . . he spent five and a half hours in his car caught up in a traffic jam trying to get in to the event. Bet he wished he'd been on a bike, but then again, maybe not — it was raining!!!!

* * *



HEIKKI QUILTS HUSKY

We received official notice from Husqvarna that 250cc World Champ, Heikki Mikkola, will not be riding for them in 1977. His six-year tenure with Husqvarna was brought to a close by financial difficulties, and as we read between the lines, this means that Husky wouldn't pay what Heikki was asking. The factory has not named any team riders for this year but stated that they would definitely contest the 250cc and 500cc World Championships.

* * *

Speaking of internal problems, Brad Lackey's wife Laurie took sick just prior to the Ohio Trans-AMA race and had to be rushed to a hospital for a serious gall bladder operation. Brad was up all night before the event tending to her needs and worrying a lot, which probably didn't do much for his showing in the opening event of the series. Brad's not much for making

See next page

dirt

Continued

excuses, but few people knew of the conditions he was racing under. The operation was a success and the patient is doing fine.

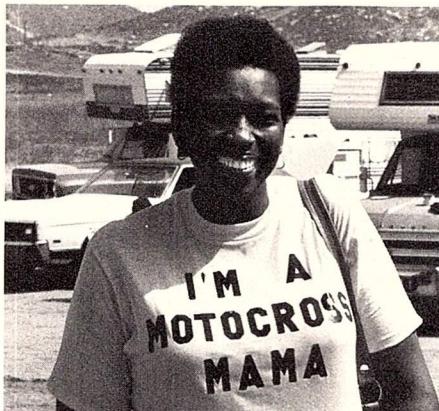
* * *

A recent IRS estimate states that as of the first of this year there are about 371,000 millionaires in this country, due directly to the booming national economy. Our estimate reveals that at least 75 percent of them have ridden motorcycles and liked it. Just thought you'd like to know.

* * *



Dr. Gerrit Wolsink says one or two more seasons racing motocross and then he takes up the mirror and drill to lead the sedate life of a dentist in Holland.



* * *

Every Trans-AMA seems to present an opportunity for the riders and the AMA to get into a difference of opinion, and this year's series is no exception. The first gate had not even fallen at the Mid-Ohio event when already the performers and the ringmasters were at odds.

It seems the AMA received a communique from the FIM prior to the start of the series pointing out that since the Trans-AMA was international in scope, it would be necessary for the AMA to follow FIM rules, which meant, specifically, that everybody had to wear leathers and nobody could wear nylons. The FIM, you see, feels that nylon racing pants are dangerous because, in the event a rider wearing them caught fire, he, along with his pants, would melt like a candle.

The AMA, not wanting to tweak the noses of the FIM, decided to comply, but nobody told the riders.

Now, the Americans had been wearing nylons all season in National Championship competition under the approval of the AMA, and most of the riders had procured new ones for the Trans-AMA. Even Roger DeCoster and Gerrit Wolsink had contracted with their sponsors to wear nylons for the series. You can imagine what happened at tech inspection the day before the Mid-Ohio race when everybody showed up with their nylons, and AMA Motocross Manager Mike DiPrete announced compliance with the FIM rules.

There was a meeting; the AMA gave in and allowed nylons for the Mid-Ohio race, but vowed to ban any rider showing up without leathers for the Lake Sugar Tree event.



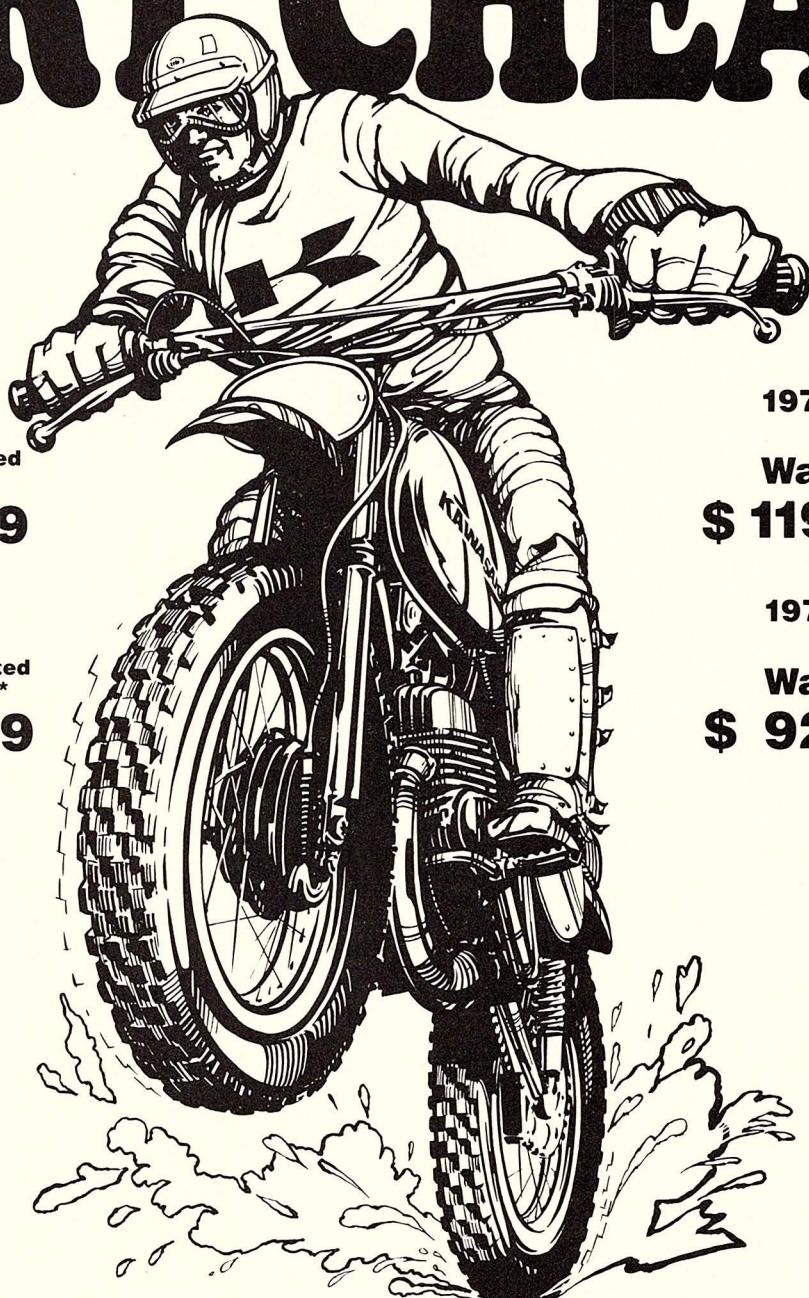
Things got even sillier at Sugar Tree. All the riders showed up with their leathers except one, Gerrit Wolsink, a European. It seems the FIM allows nylons only on the approval of a rider's home federation, or F.M.N. Wolsink wired his Dutch F.M.N. and got the OK.

Now our F.M.N., the AMA, which has allowed nylons for the past three years in National competition, won't issue approval to the FIM for American riders to wear nylons because the rules state that formal test results must be presented to the AMA showing nylons to be superior to leathers first, and nothing like that has been done officially. You know, of course, how the AMA likes everything to be official.

The whole thing smells like a two-year-old set of leathers to us. The riders, for the most part, want to use the nylons for comfort and convenience. But, as usual, they knuckle under to the AMA. The AMA could tell the FIM to sit on it, but they too seem to prefer the role of sheep. There have been tests that have shown some types of nylons to be *more* fire-resistant than some types of leathers, but like the AMA says, nothing official. There have been grumblings about the long-standing influence of the leather manufacturers versus that of the new nylon companies.

Besides, they let everyone wear nylon jerseys, don't they?

DIRT CHEAP



1976 KX125

New
Suggested
Retail*

Was **\$ 776** **\$599**

1975 KX250

New
Suggested
Retail*

Was **\$ 999** **\$749**

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Suggested
Retail*

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1975 KT250

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Suggested
Retail*

Was **\$ 929** **\$749**

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Hurry! While supplies last! Kawasaki's Off-road Competition Clearance Sale is now. Fantastic competition Kawasakis ready to do the dirt for very little money. Kawasaki prices are the lowest ever. See

your participating Kawasaki dealer today because supplies are limited. It's a real dirty trick on the competition; high performance Kawasakis at super sale prices. We know why you ride.

Kawasaki

lets the good times roll.

Good times include riding safely, and wearing a helmet.

*Effective November 1, 1976. Manufacturer's suggested list prices excluding freight, dealer prep, title, state and local taxes. Prices subject to change without notice. Prices apply to U.S. only.

wing nut



by al baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

CAN-AM FORK SPRINGS

A couple of weeks ago I bought a Can-Am 175 O/R and am very unhappy with the forks. They were so soft that I could almost bottom them by just pushing down. I changed to A30 SAE oil but it barely helped. My dealer has no solution, so I am asking you. Is there any spring that would help, or can I change to air by machining a valve into the top of the fork? I hope you can solve my problem, because it bothers me a lot. Also, what is involved in changing to a quarter-turn throttle, and would a 4.60 Dunlop fit on the rear?

Ken Folchi
Yorktown Heights, New York

You have written the right place. It just so happens we have stumbled across a spring made by S&W Engineering that solves your problem. Go back to ten-weight fork oil and use the S20-20 fork spring

available from any S&W dealer. Excellent rear performance can be received with a pair of S&W 13.5-inch strokers with a 90-pound spring. A Honda Elsinore throttle and cable will work great for a quarter-turn throttle linkage. The 4.60 Dunlop may be a close fit, but could be trimmed with a razor blade if any side knobs touch. It's a good choice for use in your area.

FATHER KNOWS BEST

I have a very serious problem. Last March I finally got my dad thinking motocross was cool. He said he would help me buy a new bike. About a week before I was going to get the bike I broke my leg riding too fast on a strange bike. Now he won't let me have one. How can I convince him back into motorcycles?

Andy Gibson
Garland, Texas

Your problem is serious. First of all, you weren't using your head by riding a strange bike too fast. Breaking your leg should be punishment enough for the offense, and if your dad were fair he would rationalize the situation and realize that accidents do happen no matter what sport you're involved in. There's no way you can guarantee him you won't get hurt again, because obviously you weren't trying to hurt yourself in the first place. If you can convince him that you've learned from the experience and will use your head more, maybe he'll relent and let you get one. I can think of a lot worse things you could be doing besides riding or racing a motorcycle. Maybe your father will understand how much it means to you if you reason with him. Good Luck!

SAND TECHNIQUES

I've just moved from Illinois, where I was just starting to win my class in motocross. The tracks were hard-packed dirt, although quite slippery when wet. Now I'm in Wisconsin and all the tracks are very sandy. I'm having a heck of a time staying up. I would really appreciate some info on sand riding techniques.

Danny Soatz
Siren, Wisconsin

When I first started riding, I had

to learn in sand—deep sand. I loved it, probably because it was such a challenge. I took to it like a duck takes to water. You've got to learn quick if you're planning to stay on top of the water or vice-versa with sand. To stay straight and upright, keep in the back of your mind a picture of a "gyroscope." The faster its wheels spin, the straighter it stands. In the same respect, your rear wheel is a "gyro"; keep your rear wheel spinning and under power, and you'll stay up. Just try it—it works. sand racing takes a WFO rider. Another tip is to always keep on your rear brake. If by chance your motor runs out of power or drive, the drag of the rear brake will nearly always keep you and your bike aimed in a straight line. Cornering in sand seems to take an opposite technique than cornering in hard or slippery dirt. Sand will require acceleration when entering a corner in place of normal braking. Use the drag of the tires to slow you down until just the right moment, when you should come out of the turn WFO.

KEEPIN' UP-TITE

I just bought a CR125M2 and have trouble keeping the chain at the right tension. Would you know if there is a chain tensioner made for the stock swingarm that can be put on without drilling? Also, why do the handlebars turn more to the right than they do to the left?

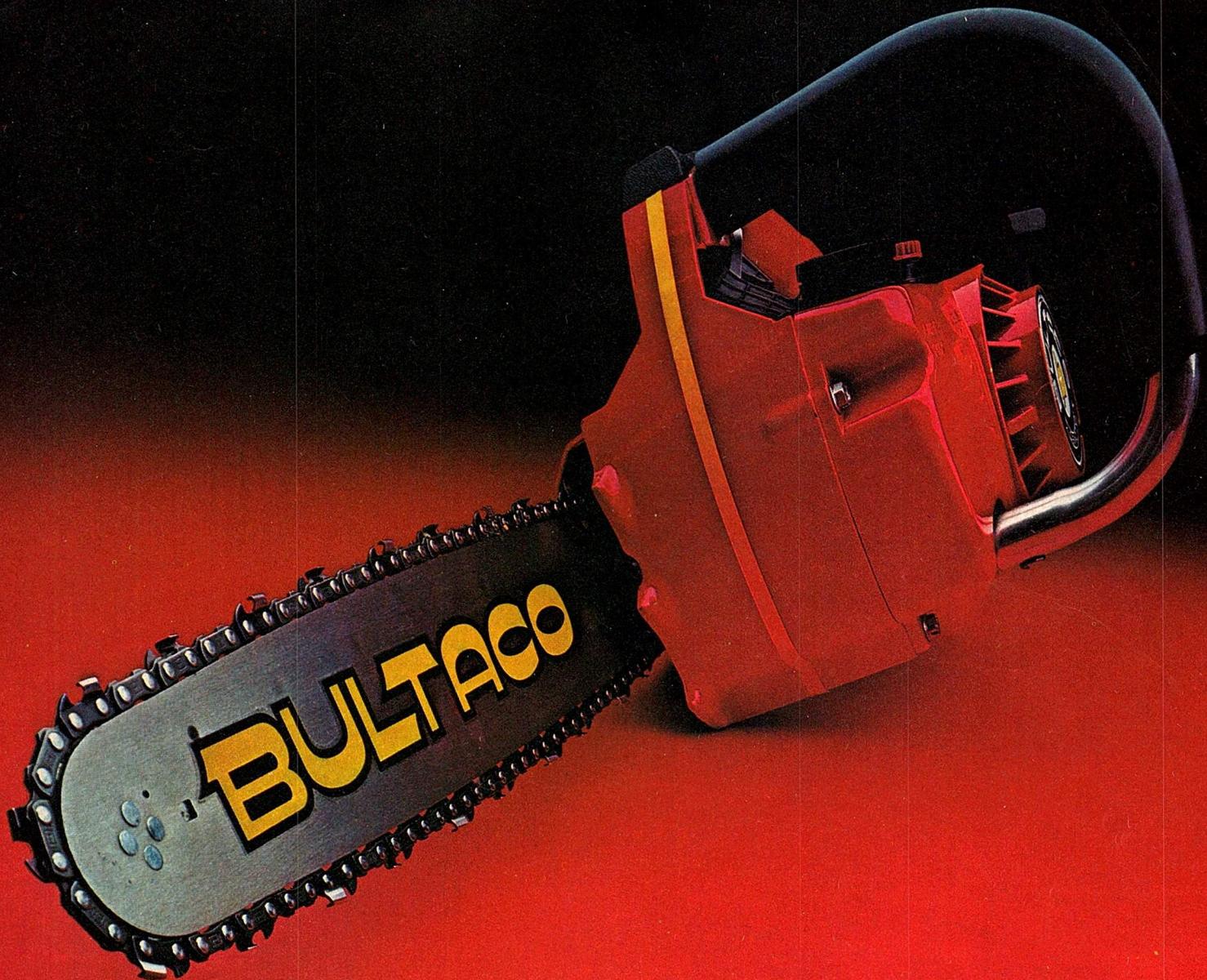
Kent Lalley
Somerset, Pennsylvania

We have found great success with a chain tensioner made by Up-Tite Products. Its unique design allows all tension to be applied directly behind your countershaft sprocket. The Teflon sprung chain skid eliminates any noticeable power loss and excessive roller noise. Model number C-7 fits your CR125M2.

A simple answer for your handlebar problem is the result of DER-CRASH. Either your bars are bent and need straightening—if not replacing—or the two steering crowns are tweaked. A quick and simple cure involves loosening all pinch bolts, clamping your fork tubes, then pulling the front wheel back in line—or until it looks straight. If it refuses to stay straight, then one of your tubes is bent, if not both. If the problem still prevails,

Continued on page 64

MOTOCROSS



NO WAY.

"At Bultaco, development," F.X. Bulto explains, "is a lot more important to us than diversification."

He means it.

So much so that Señor Bulto, his family and associates concentrate all of their resources in the development of a singular product. Motorcycles.

Why develop a new chain saw when we could spend our time experimenting with a chain tensioner?

At Bultaco our development results in an extremely reliable bike. The kind that makes riding so rewarding. Whether you're competing or cowtrailing.

The kind that allows us to offer a full

sixty day warranty on our bikes.

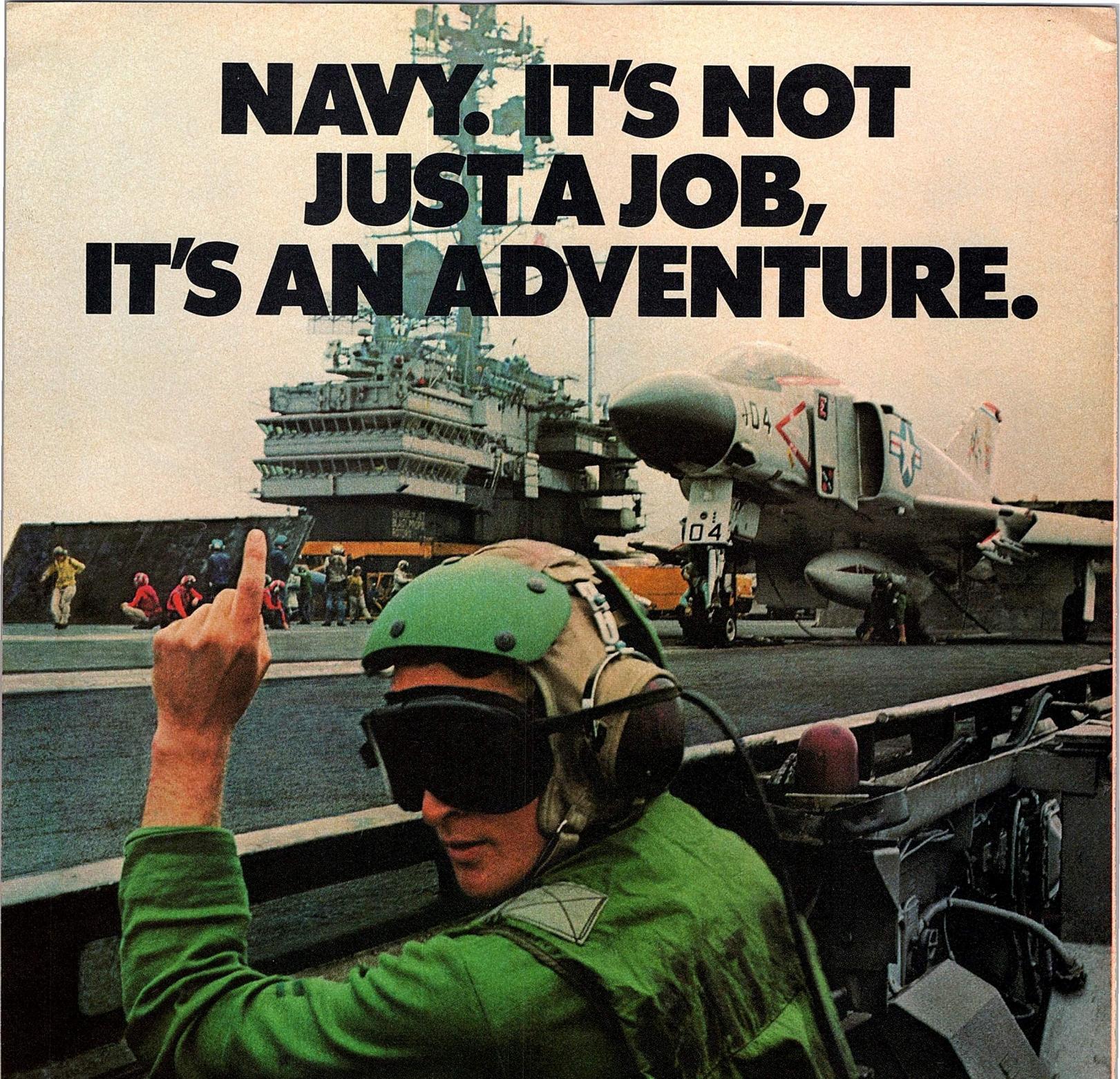
Other motorcycle manufacturers may put their development and name on other products. You'll see the Bultaco name on just one.

A very reliable motorcycle. Built by a company that makes motorcycles. And nothing else.



Our Only Product.

NAVY. IT'S NOT JUST A JOB, IT'S AN ADVENTURE.



If you're just looking for a job, you can probably take your pick of thousands. But if you're also looking for adventure, the field suddenly narrows. To the Navy.

In the Navy, a job means more than a good paycheck. It means the opportunity to see places like Italy, Spain, Morocco, Hong Kong, the Philippines and Hawaii. It means working on some of the most advanced technical equipment devised by man. It means doing a job that really counts, with guys who count on you to do it.

The Navy has more than sixty career fields we can train you in. We'll help you continue your education, and you'll earn thirty vacation days with pay, a year. Your Navy recruiter can tell you more. Speak to him or call toll free 800-841-8000. (In Georgia, 800-342-5855.)

Navy. It's not just a job, it's an adventure.

NAVY

Capt. H. C. Atwood, Jr., U. S. Navy
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1977 ROY AWARD



Who will it be for 1977? Will it be Roger DeCoster, Gerrit Wolsink, or Gaston Rahier? Maybe Marty Smith again, or Bob Hannah, Tony DiStefano, or Pierre Karsmakers. Don't forget Brad Lackey or Jim Pomeroy. And what about Sue Fish?

**It's all up to
YOU!**

You decide! Choose the motocross racer you would most like to see win this fabulous off-road-equipped Toyota mini-pickup. The contest is open to all motocross racers, male or female, from any country. Just pick the one you think is the best, the neatest, or whatever. The winner will carry the title of Rider of the Year, chosen by the readers of MOTOCROSS ACTION Magazine for 1977. You can send in your vote on the handy ballot provided for you here, or make up your own ballot on a letter or postcard. All your votes have to be in by March 1, 1976, and the winner will be announced as soon as the votes are counted.

REMEMBER:

It's up to YOU!

BULTACO'S 250 PURSANG MARK VIII
MOTOCROSS ACTION APRIL 1976 \$1.00

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ACTION
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HUSKY 250CR-BETTER THAN EVER?
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MARTY
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RIDER
OF THE
YEAR
TRANS-AMA:
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LIVERMORE
SADDLEBACK
MX HUSTLERS
TRICK BIKES &
BIKE TRICKS



RIDER OF THE YEAR BALLOT

MOTOCROSS
ACTION MAGAZINE

Fill in the name of your choice for the MOTOCROSS ACTION RIDER OF THE YEAR and mail it to:

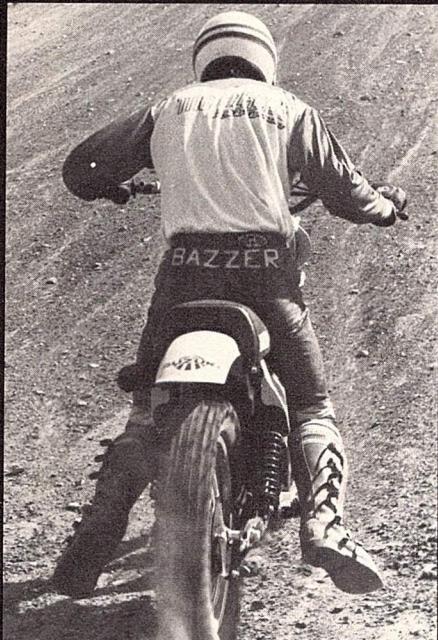
MOTOCROSS ACTION Magazine
RIDER OF THE YEAR
P.O. Box 317
Encino, California 91316

I, being a bonafide motocross fan and faithful reader of the magazine, hereby cast my vote for

to be Motocross Action's RIDER OF THE YEAR and get the truck.

In what state do you live? _____

tricks from the trade



ALPHA-BUTT

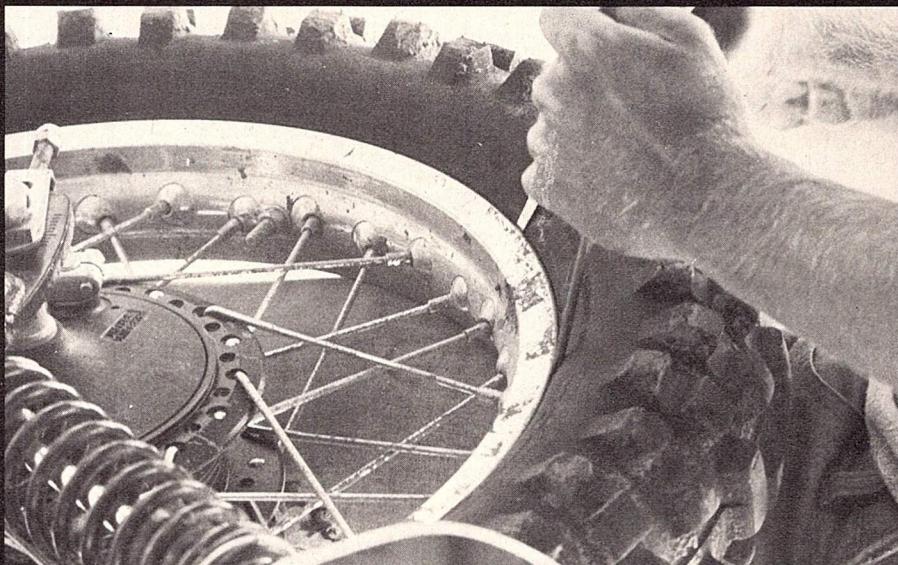
Leather Letters from THR let you get your message across, across the back of your leathers, that is. Spell out your name, sponsor or antagonize the guy behind you with cute little sayings. Your own anatomy is the only limit to the length of your message. Made out of high-quality goatskin, the letters are about 1½ inches wide and two inches tall, and come in either black or white to contrast with various colors of leathers. They're down at the THR dealer or break down and send a buck for the catalog to Torsten Hallman Racing, Dept. MXA, 1490 Fayette St., El Cajon, California 92020.



PROTOPIPE PROTOTYPES

Time slows down in northern California and lets you do things right, so the guys up at Protopipe kicked back to contemplate cones and hydro-formed diffusers, rapped a lot with Kent Howerton and Terry Clark, and spent hours welding pipes into any shape or configuration they desired in order to come up with the best possible design to make motocrossers go faster. One of the end results of their creative efforts is this pipe for 250 and 360 Husqvarnas that weighs nearly four pounds less than stock, tucks in extremely well, and sells for \$87.50.

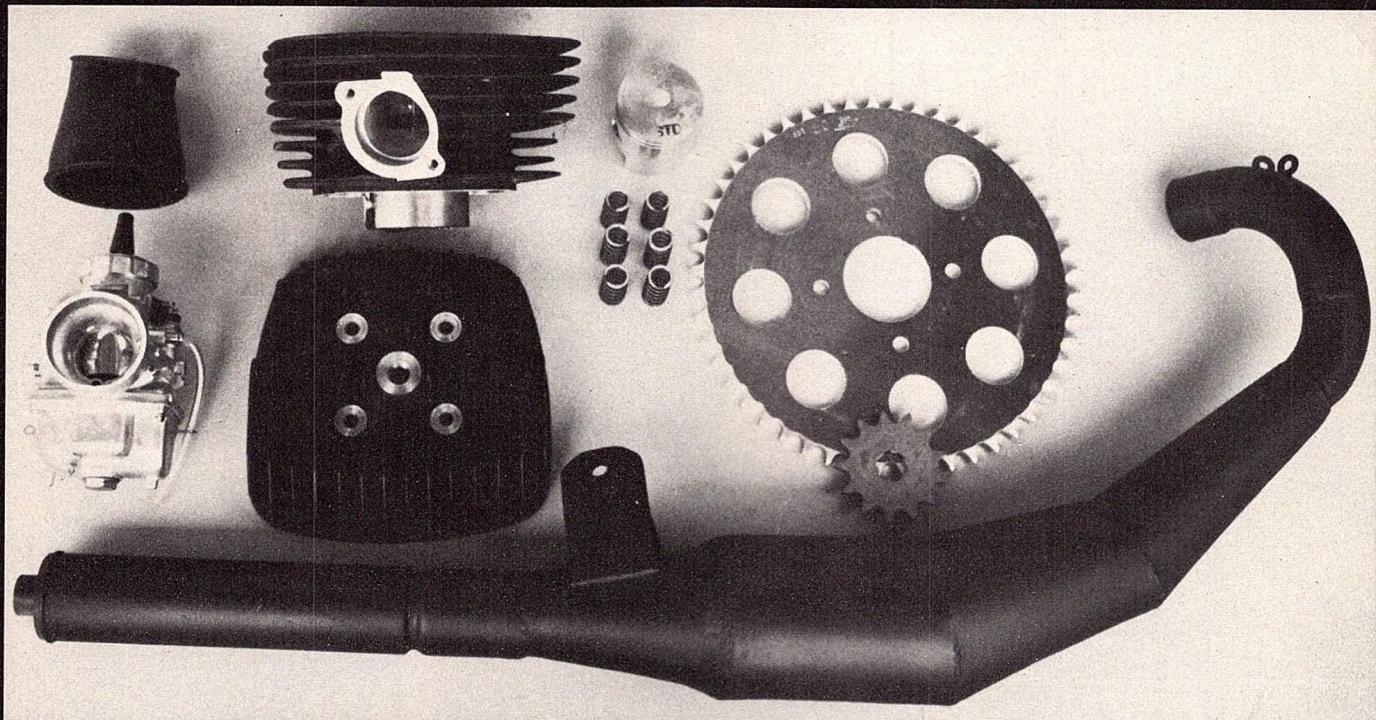
Their pipe for 125 Elsinores bolts right on without any cutting, hacking, welding or drilling, and they have a special "Pro" version too for those of you who really scream. The Honda Protopipes are \$69.95. All Protos have tapered head pipes, a time-consuming design rarely found on mass-produced pipes that yields awesome amounts of power. Jim and the gang are presently building pipes for RM Suzukis, CZs, Can-Ams, Maicos and Montesas. One measly buck will get you a stickie and catalog from Protopipe Exhaust Systems, Dept. MXA, 100 Cristich Lane, Campbell, California 95008.



EVEN WITH SCREWDRIVERS

Lubri-Tech's Tire Mounting Lubricant takes the bloody knuckles out of knobby changing. Not only does it spray on slick for quick, supposedly effortless tire changes, lowering the chance of the pinched-tube blues, but once you've got the sucker on there, the

LTTML sets to form a better seal between the bead and rim, allowing you to lower the air pressure to unheard-of poundage for unreal traction. All of that in a can. Score some at the local shop, and if they don't have it, the guy down the street will.



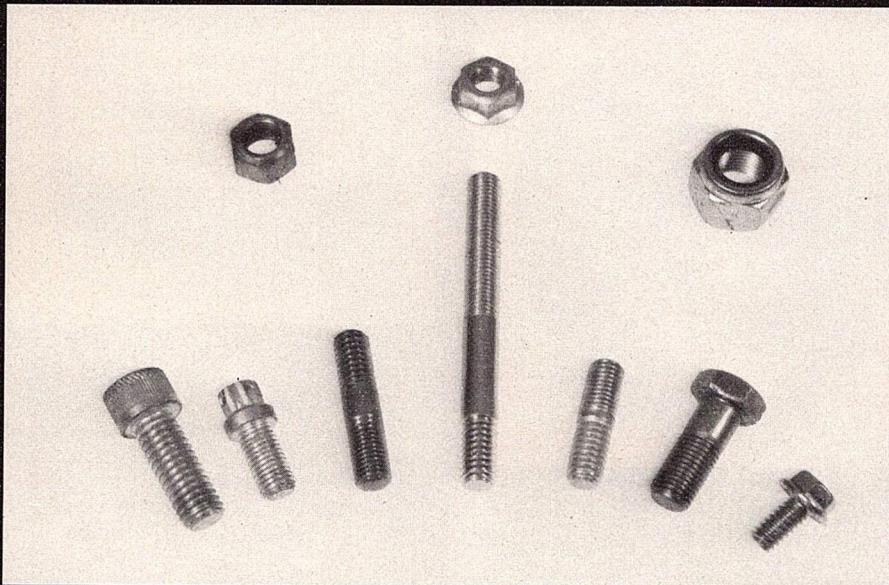
PEAKY PK?

"People have a funny idea about improvements made to stock bikes," says Mr. K, head dude at PK Racing Products. "They seem to think that eventually the factory engineers will do everything that can be done and there won't be anything left to improve

on. It'll never happen, simply because the cost of bringing an engine to the fine edge of ultimate performance is too high for mass-production machines. Improved engine design just gives us a better place to start our modifications."

Their mods to the '76 red frame 125 Elsinore include cylinder porting and

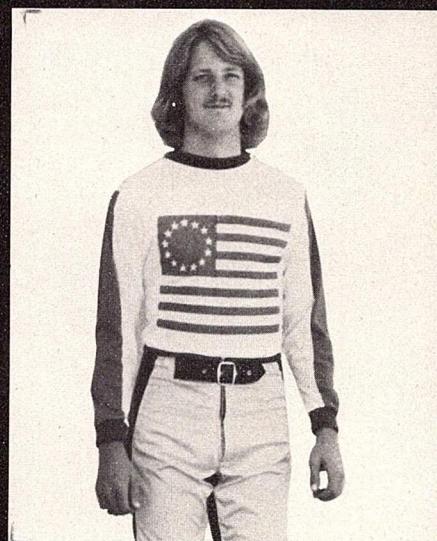
polishing, a 34mm Mikuni carb, air boot, and all the connections, milled high-compression head, a low-slung downpipe, heavy-duty clutch springs, sprockets for a larger chain and a modified piston. For the inside scoop, send a letter off to PK Racing Products, Dept. MXA, 525 N. Azusa Ave., La Puente, California 91744.



WRENCH IT

All types and millimeters of trick aircraft hardware, including aluminum, lightened steel and titanium nuts and bolts, are available from Specialty Fasteners, friends of those who need fine threads. Specializing in hard-to-get and extremely high-quality hardware, they carry about everything and anything to keep a race-worn bike wrenched to perfection and

in one piece (except duct tape). They stock all sorts of amazing doodads and have access to infinite supplies of Loctite products. Large volume and big deals let them pass this stuff on to the poor penny-pinching, inflation-victimized motocrosser at prices way below the usual. Check it out by sending a buck for their catalog to Specialty Fasteners, Dept. MXA, P.O. Box 631, Tustin, California 92680



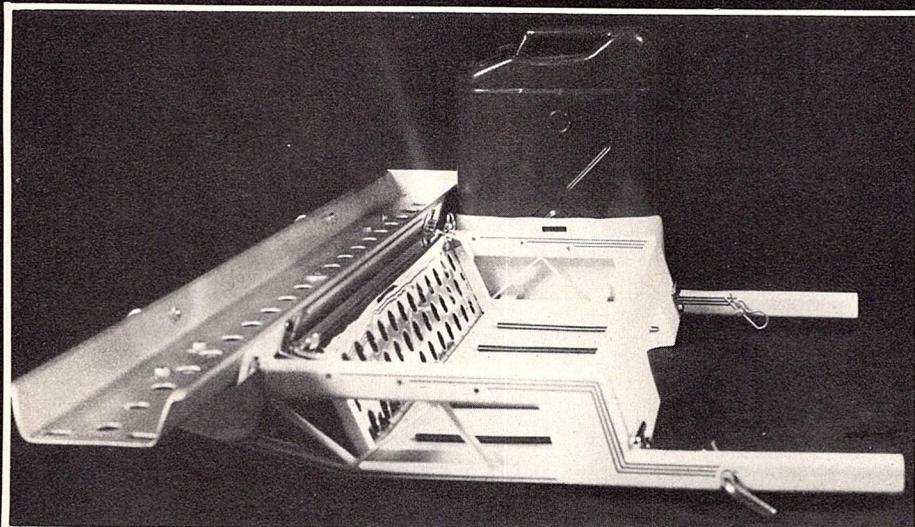
BETSY ROSS JERSEY

Old faithful on the front with large blue stripe down the sleeves just like Brad Lackey wears when he shows the Europeans that U.S. riders are no wussies. They're available from Bill Walters Leathers, Dept. MXA, 7359 Varna Ave., North Hollywood, California 91605, and Bill can also custom-letter your favorite bike brand on the front and your name and racin' number on the back.

See next page

tricks from the trade

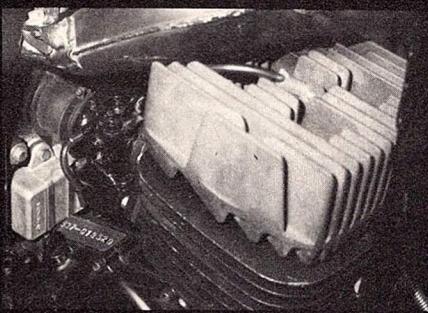
Continued



HAUL RACK

Well, if you want to race, but don't got the bucks for a shiny new van, a funky old truck or even a homemade trailer, you won't have to sell your VW or stuff your Elsinore into the trunk of your parents' car ever again. Tote your bike to the races with the Hall Rack. It bolts on and off in seconds and lets you take your bike, gas can, cooler, several milk crates of the usual racing junk

and everything else you'll need for a healthy day at the track. We tried one on a Subaru fully loaded (the rack, not us) and discovered you can get outrageous wheelies all the way through third by really gassing it after popping the clutch when the light turns green. For free brochures and info send a letter to the Hall Rack Corp., Dept. MXA, 304 N. Water St., Kent, Ohio 44240.



BREEZY YZ

Heat is one of the Yamaha YZ's chief weaknesses. The pipe shrouds the stock head, so after several screaming laps around the MX track, the power begins to fade drastically and your engine feels sapped. Team Yamaha solved this problem by incorporating a water-cooled system on the factory OWs, like Hannah's. Obviously, the average racing budget doesn't allow such trickery. Another solution is Webco's new YZ cylinder head with extra mass and directional airflow fin arrangement to carry off the heat. It can be installed and removed without disturbing the stock pipe and accepts a $\frac{3}{4}$ -inch spark plug. For more facts and figures get in touch with Webco Inc., Dept. MXA, Box 429, Venice, California 90291, or check one out at your friendly neighborhood Webco dealer.



TOP IT OFF

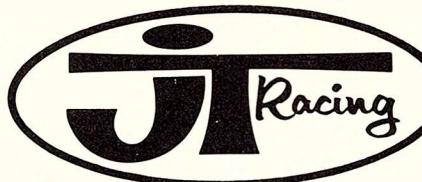
No Bicentennial uniform is complete without an appropriate helmet. Two true-blue, good ole U.S. of A. models to choose from: The Eagle model is available from Mercury Safety Equipment Corp., Dept. MXA, 401 West 35 St., Suite B, National City, California 92050. The Spirit of '76 model has red, white and blue Scotchlite decals that flow into a flag and spell out Honda, Kawasaki, Yamaha or Suzuki across the back. For more info send a letter to Fulmer Helmets, Dept. MXA, P.O. Box 177, Memphis, Tennessee 38101.



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Happy



Holidays



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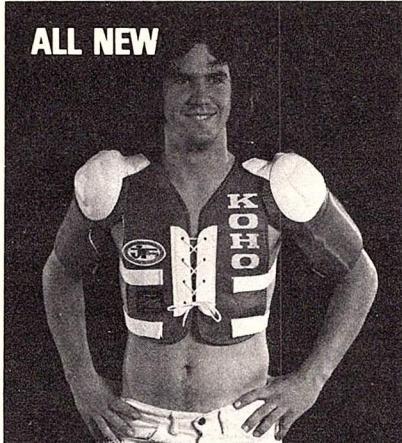
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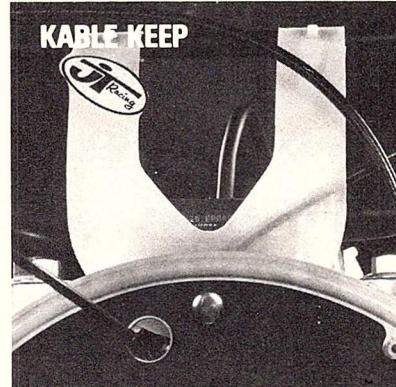
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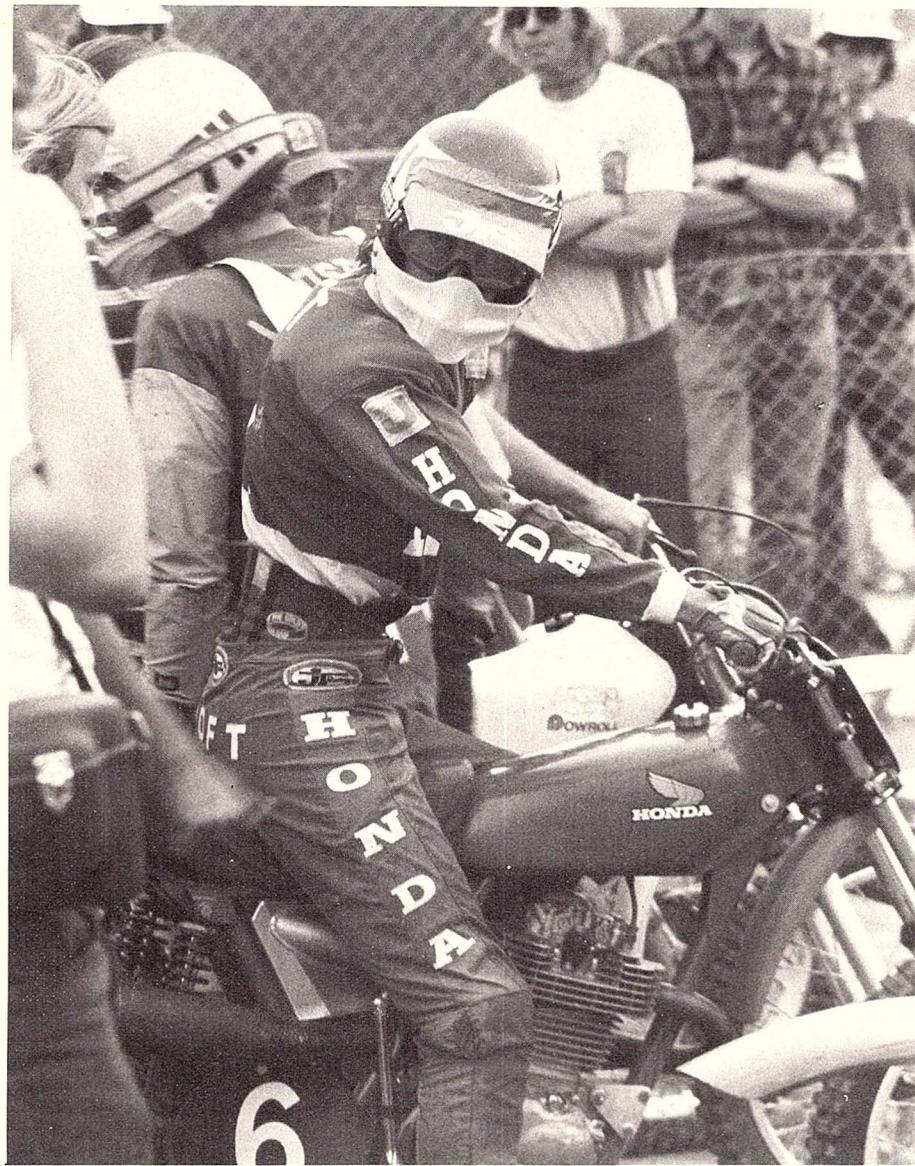
(DEALER ENQUIRIES INVITED)

competition

FOUR-STROKE MOTOCROSS CHAMPIONSHIPS

Carlsbad Sounds Funny For a Day

BY CURT EVANS



Tommy Croft looks a little apprehensive before his first race ever on a big thumper. He spent the first moto dicing with Mike Bell for the lead. Fast learner.

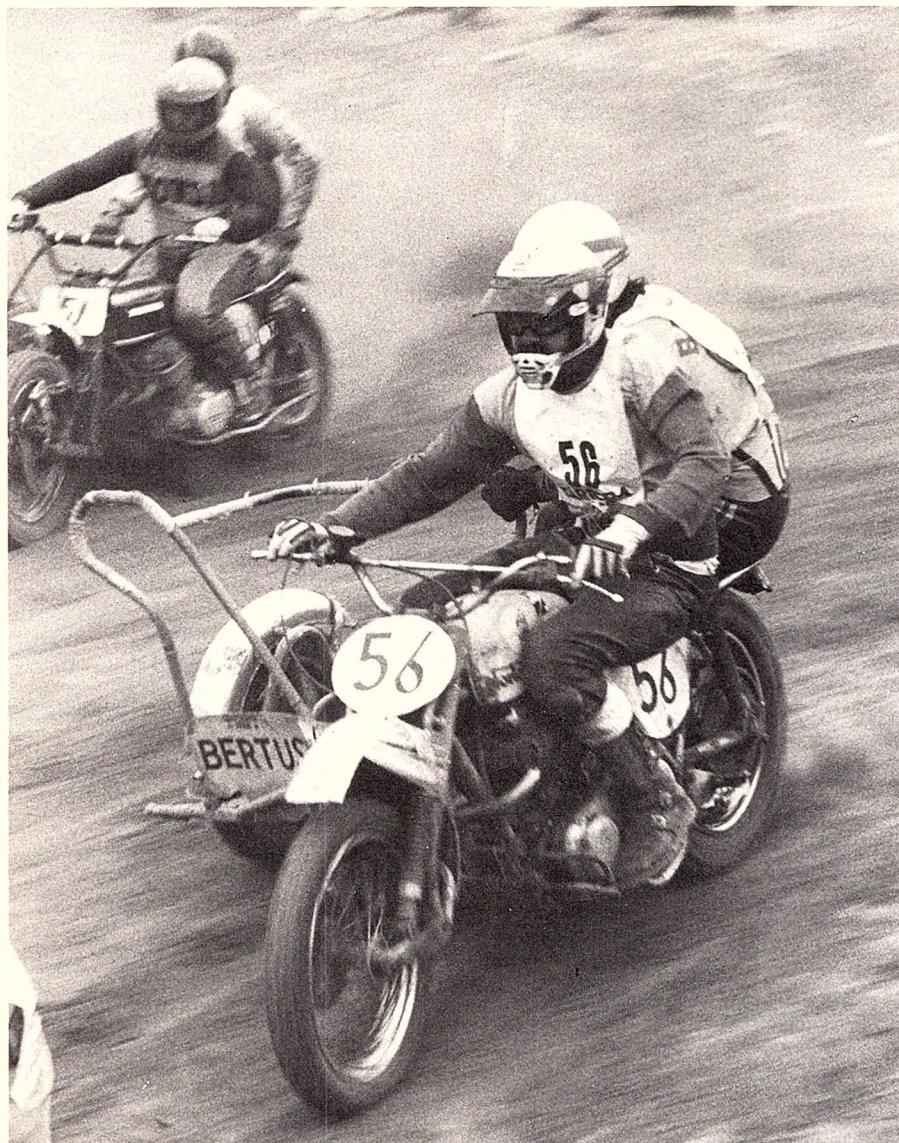
The gray, early-morning coastal cruise down to Carlsbad Raceway had become a familiar one, but sharing the back of the van with a monster TT500 Yamaha thumper was something entirely new. Anticipation, among other things, filled the air as we sped through the fog, not quite knowing what to expect at our final destination . . . the U.S. National Four-Stroke Motocross Championships. In their second reunion, Butch Lee's Dirt Bike Promotions, Carrera goggles and the Knobby Shop, a local CCM dealer, joined together to provide the energy necessary for a once-a-year race that had one simple rule — four-strokes only!

The very need for an all-four-stroke event arises out of the two-stroke's present domination of the MX scene. At the average local Sunday races a four-stroke is considered a minority, an outcast even, but back in the days when "moto" was first added to "cross" there existed a sport where brave young men would head out to the woods to race their motorcycles in the dirt, and see who could go the fastest. Basically the same as today, except for one catch — the bikes weren't designed to go fast. They were heavy, ill-handling beasts that you had to manhandle over the bumps, bully through the turns and hold onto for dear life on the downhills. A lot more thrills, to say the least.

Some riders today still enjoy that pioneer spirit of grass-roots racing, knowing that technology and time have more or less removed the four-stroke as a potent MX weapon, and meeting the challenge of competing on a less-than-perfect bike that they have to make go fast themselves, both physically and mechanically. It is the joy of this experience they seek, and it is here that they find their rewards.

Older riders can actually remember "the good old days" they are trying to relive on each lap. Nostalgically reminiscing back to when the guys who won were built like bears and each bump was a major obstacle. The racing was more exciting then, or so they'll tell you.

MOTOCROSS



Sidehacks — four strokes, three wheels, two riders, and one helluva way to get around a motocross course.



For others, the word "power" sums up their entire interest in dirt riding, and for brute acceleration, nothing can match the power of a big thumper. It is for these riders, and anyone else who wants to try something different, that the four-stroke Nationals exist.



When one of these babies falls on you it hurts.

Still, to others, such as the CCM factory and Honda tuners Bill Bell, Al Baker and Bill Isherwood, it is an opportunity to prove that the same mechanical know-how and technological trickery that all but removed four-strokes from the mainstream of motocross consciousness will ultimately put them back into the running. To further support that philosophy, some of the hottest Carlsbad locals showed up to ride the advanced thumpers in this year's Nationals.

Emerging as the overall winner in the highly competitive and talent-flooded class was Mike Bell. The prospect of having to race a four-stroke was nothing new to Mike; he had been eating up the local Open class competition for the last few months on the 440cc Long Beach Honda his dad built. While Mike was comfortable, experienced and confident on the thumper, riders like Marty Smith and Tommy Croft of Team Honda and Marty Tripes on a CCM had little or no previous experience in piloting big four-strokes until the day of the race . . . A lot of two-stroke riders who get on a four-stroker for the first time complain about how the cylinder compression slows them down when they back off on the throttle. Smith, Croft and Tripes quickly overcame

FOUR-STROKE CHAMPIONSHIPS

that problem — they never let off. In an outstanding display of adaptability, Tommy Croft challenged Bell for the win in the first moto, actually moving into the lead at times, until a set of faulty fork seals slowed his advances.

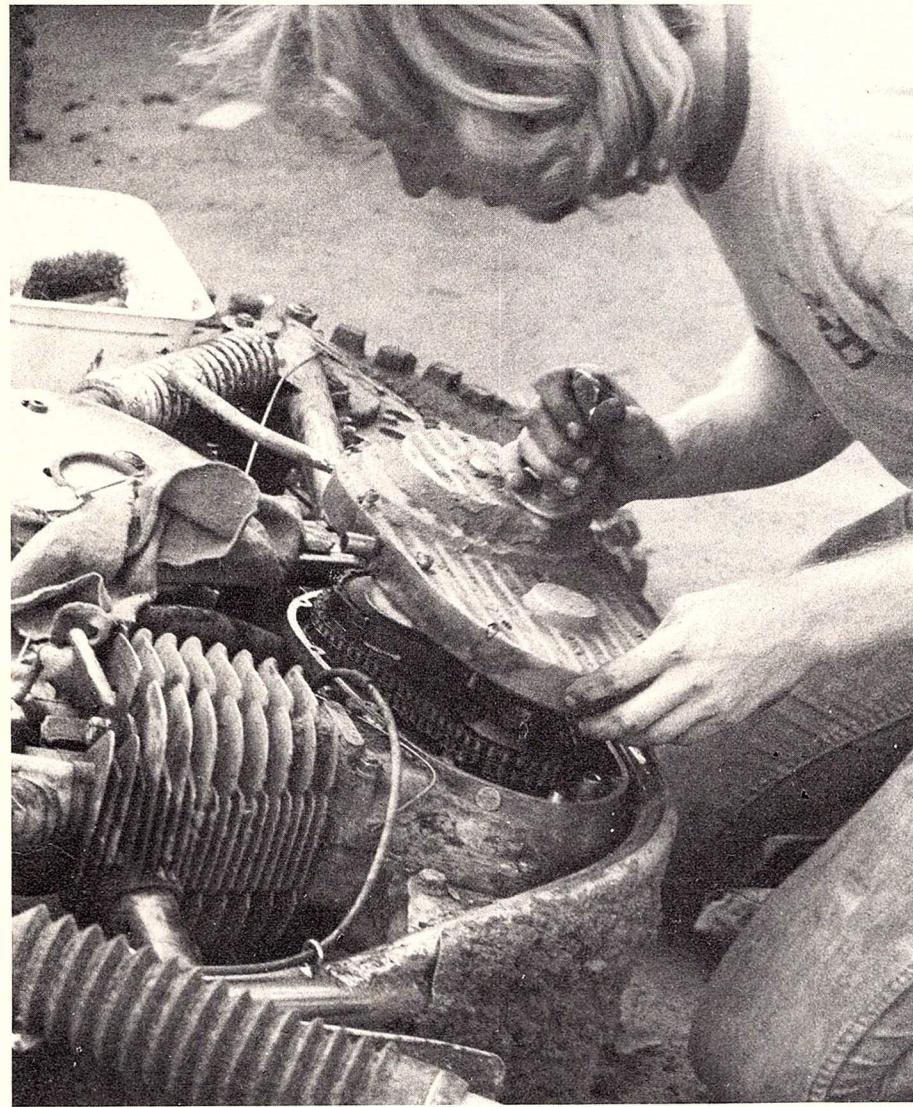
Marty Smith led the second moto for a while on his "big, big XR," finally losing that lead as the 603cc CCM of Tripes came by in a roaring swoop. Tripes went on to win that moto while Bell took a third behind Smith, but it was good enough to earn Mike the title of U.S. National Four-Stroke Champion, which was formerly held by Gunnar "DB" Lindstrom, who got a

fifth overall this year on a TT500 Yamaha.

So far this season, Mike's efforts on the Honda have been instrumental in establishing the four-stroke as a serious threat in any SoCal professional Open class race. His abilities to master the unique characteristics of a different motocross medium and use them to win have undoubtedly sparked a re-interest in the effectiveness of thumpers in local, everyday motocross races. His impressive victories against the latest in two-stroke technology have reopened the never-ending debates between two theories of engine design. Already

the realization of the return of competitive four-stroke motocrossers to the racing scene must be accepted. Hopefully it will get to the point where it's a matter of personal choice, and a rider can choose a bike by the type of power he wants without having to sacrifice performance in the weight and handling departments. Finally, when the four-stroke is capable of competing on a completely equal basis, the need for an all-four-stroke race will not exist. They will race head-on with the two-strokes, like in mini races, and the evolution of the sport of motocross will enter a new era, where all bikes are created equally.

Just think, if all this really does come true, you and I will be able to look back on the good old days with tears in our eyes, remembering how there were never any four-strokes at the tracks on Sunday. Anyone for a two-stroke-only race? **III**



The mass gathering of four-strokes included old Triumphs and BSA Victors, highly modified XLs, many in Elsinore frames, TT500 Yamahas with the latest go-fast/stay-light/good-handling accessories, more than already competitive

CCMs of varying sizes, and a few super-sano, one-off Honda prototypes built by respected West Coast four-wrenchers Bill Bell and Al Baker. Here, a CCM gets some between-moto attention.

RESULTS 2nd Annual U.S. National Four-Stroke Motocross Championships

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J. Licciardi	Yam

250 Sportsman

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125 Sportsman

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M. Schusman	Hon
S. Burnsworth	Hon

125 Pro

J. Lowe	Hon
J. Feck	Hon
B. Zimmerman	Hon

250 Pro

M. Tripes	.....	CCM
M. McGowen	.....	Hon
T. Bilton	.....	Hon

Open Pro

M. Bell	.....	Hon
M. Tripes	.....	CCM
M. Smith	.....	Hon
T. Croft	.....	Hon
G. Lindstrom	.....	Yam

Old Timers

B. McClinton	.....	CCM
J. Foreman	.....	CCM
A. Adkison	.....	Hon

Hacks

Palfreymann/Gardner	.....	Wasp
Braton/Crandall	.....	Tri
DeJong/Davidson	.....	Wasp

Opposite page: Clockwise color of Marty Smith, Mike Bell and Marty Tripes by Jack Wright.



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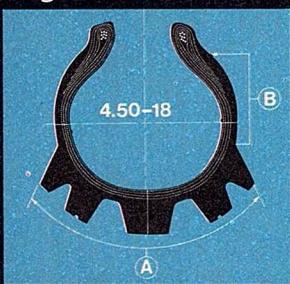
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You take lots of notes for new prototypes. And the whole destructive cycle begins all over again, moving to different tracks around the USA.

In two years' time, you go through six compounds, four tire configurations, 23 tread patterns and three carcass constructions. You also watch Jimmy Weinert ride your M/X II prototypes (front and rear) into motocross competition at AMA events throughout the USA. Jimmy racked up 327 points in the 250cc class to become 1976 AMA Supercross Champion. He also came in second overall in the AMA 250cc National Motocross Series, posting three big wins on M/X II rubber.

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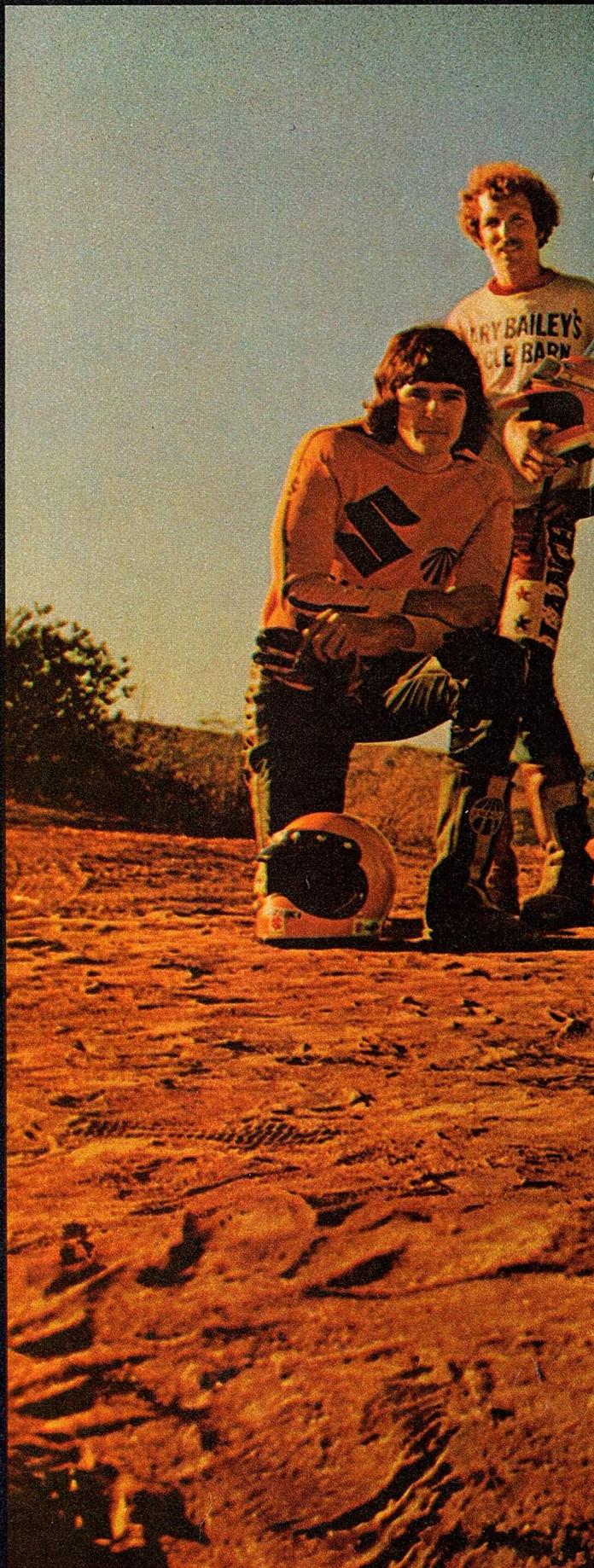


Eagle MX. But it's also a tire with (A) a flatter, bigger footprint, (B) increased high-flex sidewall area for more flexibility, and taller, stiffer, harder working lugs. Besides the stiffer compound for improved traction, the M/X II has shallow grooves in each

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Mark Blackwell, former AMA 500cc National Motocross Champion • Gary Bailey, first American to beat the Europeans at motocross
• Rolf Tibblin, three-time World Champion of Motocross • Jimmy Weinert, 1975 AMA 500cc National Motocross Champion

Trans-AMA '76 starts with a splash as Howerton turns into the Rhinestone Plowboy for his first T/A overall.

By Pete Szilagyi

Photos by Paul Boudreau and Pete Szilagyi

The folks in Ohio are really big on motocross. Every Trans-AMA since the first one in 1970 has included an event in Ohio, and at the premier Trans-AMA two Ohioans, Dick Burleson and Bryan Kenney, finished top and second Americans overall for the series with fourth and fifth in accumulated points. Ohioans, you might say, helped pioneer the Trans-AMA, and through the years Ohio spectators have exemplified the spirit of the fall tour, with bonfires, campouts

and beer parties, and a better than average turnout on Sunday. And three years ago, Ohioans pioneered the art of Trans-AMA ticket counterfeiting.

Again, Ohio was looking forward to the Trans-AMA. In 1976 the Valvoline-sponsored race at Mid-Ohio Park in Lexington was the series opener, and the state's favorite son, Gary Semics, had been enjoying his most fruitful racing year ever.

The week before race day was

plumb outasight; temperatures were in the 60s, the sky was the color of the Gulf of Mexico and the trees around Lexington were beginning to show red around the fringes. On Saturday Roger DeCoster walked the track, bulldozed out of a rolling pasture, and found two arrowheads. Early arriving campers backed their pickups and vans up to the snowfence perimeter and assaulted six-packs of Stroh's, confident that the 30-percent probability of rain forecast for Sunday was

trans-ama MID-OHIO



While Suzuki's John Savitski and Husky's Chuck Sun were trading wins in the hotly contested Support class,

Captain Cobalt, Can-Am's Jim Ellis, slithered to two seconds for the day, giving him the overall.



Kent Howerton's consistency once again pays off as he takes the overall win at the first Trans-Am event with a 2-3 moto score.



Roger DeCoster, moving through the field after a mid-pack start, had his fender break loose and finally fall off with one lap to go while challenging Akira Watanabe for the lead.

safe odds.

The series kickoff race they had been anticipating for a year turned out to be one of the most miserable Trans-AMAs in history. The weatherman blew it. Rain poured steadily throughout the day, turning the track into a sloppy, diaper-brown mess. After a couple of laps it was virtually impossible to identify the riders — Semics' once-green and white jersey turned the same color as Wolsink's once-yellow jersey. Number plates? Forget it. The scoring was done by consensus. Promised Europeans Graham Noyce and Adolf Weil never showed up, sparing themselves and their Maicos a dunking in a substance that resembled canned chili in both color and consistency. They'd be here later in the series, the announcer apologized.

Roger DeCoster and Gerrit Wolsink spend half their lives racing on muddy tracks, and, thus, were good bets for the overall. But another Team Suzuki rider, Akira Watanabe, Japanese national champ, vindicated his countrymen's mediocre showings in previous Trans-AMAs by winning the first moto at Lexington.

Jim Weinert, who won last year's bout at this same track, took what appeared to be a safe lead away from the starting gate. The Jammer is one of the better mud riders of the tour. Watanabe, however, looking like a water-skier skipping back and forth from the top of one wake to another, eased past after a couple of laps and left 20 yards of rutted slime for Weinert to make up. Kent Howerton, employing none of the Rhinestone Cowboy flash for which he is famous, eventually passed Weinert and kept Watanabe in sight.

To the rear all watched the drama and comedy of motocross that we have come to know and love so well. A few riders who should have been in the Support class looped their way into the International class and spent the moto wallowing in the mud, blocking turns and making a general nuisance of themselves. Pomeroy, among others, went down in embarrassing fashion, then a bit later unstuffed a haybale all over the track. Wolsink was slathering along in 12th place, not looking at all like his regular self, and

MID-OHIO



California's Hurricane Hannah finds the slippery goo of the Mid-Ohio track a new experience. His 17-16 moto finishes kept him out of the top ten.



Gerrit Wolsink had some lengthy discussions with National MX Referee Mike DiPrete about the use of nylon-type leathers. The AMA ruled that because of the lateness of the event nylon was OK for the Ohio race; however, they were giving notice that they are not sanctioned for racing and the rule would be enforced at the next event (see "Dirt").



Akira Watanabe, Suzuki's Japanese champion who is also ranked fourth in the world 125 standings, took the lead in the first moto from Jim Weinert and then held off a late charge by DeCoster to win the first moto. His fourth in the second moto gave him a tie in points with Howerton, but Kent's second moto finish bettered Akira's, giving him the overall.

everyone between the dentist and Watanabe was merely trying to stay afloat and perhaps gain a few feet each lap.

Of the very few actually gaining on Watanabe, DeCoster was the most successful. And it was Roger who provided the moto's high drama, such as it was. Two laps from the checkered flag, DeCoster, who had passed his way up to second, was setting up to challenge Watanabe when his rear fender fell off, allowing his Suzuki's air cleaner to fill with water. DNF. While Watanabe passed under the checkers, Billy Grossi unloaded over a jump in slow motion. Later he said incredulously, "It was the last lap and I was trying to cool it!" The top five: Watanabe, Howerton, Weinert (with a brake lever bent by the deep ruts), Semics and Steve Stackable (also with an unworkable lever).

Between motos the rain continued to come down like puppies and kitties as the announcer told one and all that DeCoster's engine had been ruined by his misfortune and the Suzuki pit crew was "frantically" installing a new motor in Roger's bike. In fact, the mechanics opted to leave the same engine in the Suzuki, and the champ himself sat laconically scraping mud out of his rims with a screwdriver. Elsewhere in the pits riders sat under dripping tarps wishing they had become doctors and lawyers instead of motocross racers, as their parents had suggested.

Moto Two started and there went Watanabe again. Wiped out at the start were two of his teammates — Stackable was forced into a fence and Tony D. was caught in the resulting chain reaction. Weinert and Howerton quickly passed the diminutive Japanese rider (he can't weigh more than 150 pounds), and were themselves passed by DeCoster on his somewhat scarred Suzuki. So they stayed for most of the moto until the Jammer dropped back to eighth and Brad Lackey stormed past Howerton just before the white flag came out. Watanabe held fourth and DeCoster won easily. Wolsink, the only other foreigner on hand, checked out at mid-moto.

Opposite page: Kent Howerton muds his way to a win in the Ohio slop. (Boudreau)



MID-OHIO

when his eyeballs ceased functioning from the mud. Near the end, lap times on the 1½-mile track had slowed to nearly four minutes — an average of about school-zone speed but nonetheless amazing considering the greasy track conditions.

The Support class was pretty much a benefit for riders who grew up in the mud belt. Californians Danny LaPorte and Rich Eierstedt looked good in the first moto, but Rich finally conceded to Jimmy Ellis, last year's Support champ, and John Savitski. Savitski, a Suzuki privateer, won when the chain

Ogden's Bassett-sponsored Suzuki hits Hannah on the leg as DeCoster (104) and Lackey (24) squeak by on the inside.



Jim Pomeroy's Bultaco has been besieged with engine problems and a lot of experimenting is being done to try to help the frustrated American star. His big-flywheel engine was used in Ohio but gearboxes are the major problem.

popped off Ellis' factory Can-Am.

Don Kudalski, riding a 250 KTM fresh from Penton Imports, led the second moto with Danny LaPorte close in pursuit, but both suffered bad luck and were replaced by Chuck Sun and Ellis at the finish.

On points it was Howerton (2-3) in the International class and Ellis (2-2) in the Support. Husky's Brad Lackey finished third behind Watanabe, giving Husqvarna a healthy series advantage going into the second event in Virginia. It was a profitable Sunday afternoon for the Swedish factory; for those with vans and cars stuck in the muddy parking lot, hot showers and dry clothes were a long time coming. **III**

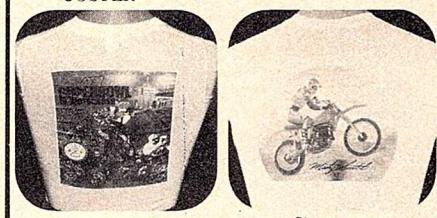
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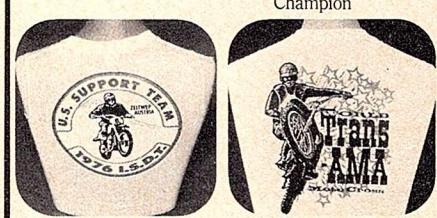
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RESULTS OHIO TRANS-AMA

500 International

1. Kent Howerton (2-2) Hus
2. Akira Watanabe (1-4) Suz
3. Brad Lackey (7-2) Hus
4. Gary Semics (4-5) Kaw
5. Jim Weinert (3-8) Kaw
6. Marty Smith (8-7) Hon
7. Pat Richter (6-9) KTM
8. Jim Pomeroy (12-6) Bul
9. Billy Grossi (9-13) Suz
10. Steve Stackable (5-17) Suz

250 Support

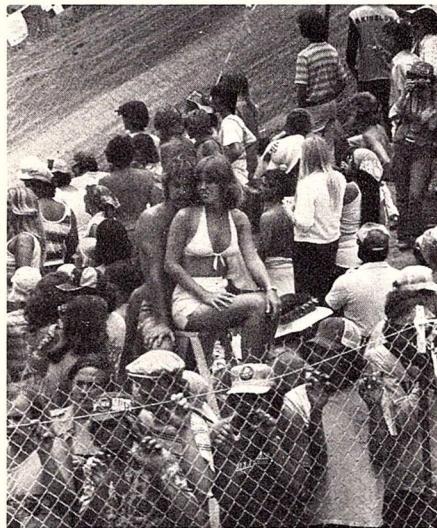
1. Jimmy Ellis (2-2) C-A
2. John Savitski (1-4) Suz
3. Chuck Sun (8-1) Hus
4. Rich Eierstedt (6-5) Hon
5. Fred Vertucci (7-6) Suz
6. Denny Swartz (12-3) Suz
7. Frank Stacy (9-7) Pen
8. Danny LaPorte (3-15) Suz
9. Pat Moroney (14-10) Hus
10. Jim Jerles (18-9) Suz

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people

SPECTATORS

by Curt Evans



The big race draws a big crowd. Hillsides surrounding the track are filled to capacity with coolers, chairs, umbrellas and thousands upon thousands of half-naked bodies soaking up the California rays and the Colorado Kool-Aid. A colorful grand prix carnival atmosphere pumps excitement and international flavor into the air, mingling with dust, premix fumes and the sweet odor of burning herbs. A sea of humanity flows over all terrain that isn't track. For this special Sunday, Carlsbad Raceway becomes a zoo.

Only three things are needed to enjoy the day: a good seat, a big cooler, and lotsa money. The promoters ask nine dollars for the ticket, two bucks for the program and four bucks for a seat in the bleachers. What a rip. How many Jumbo Jacks and tacos could that buy?

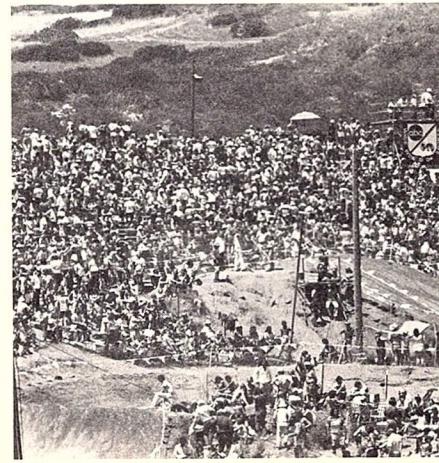
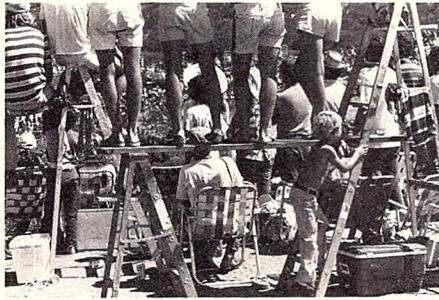


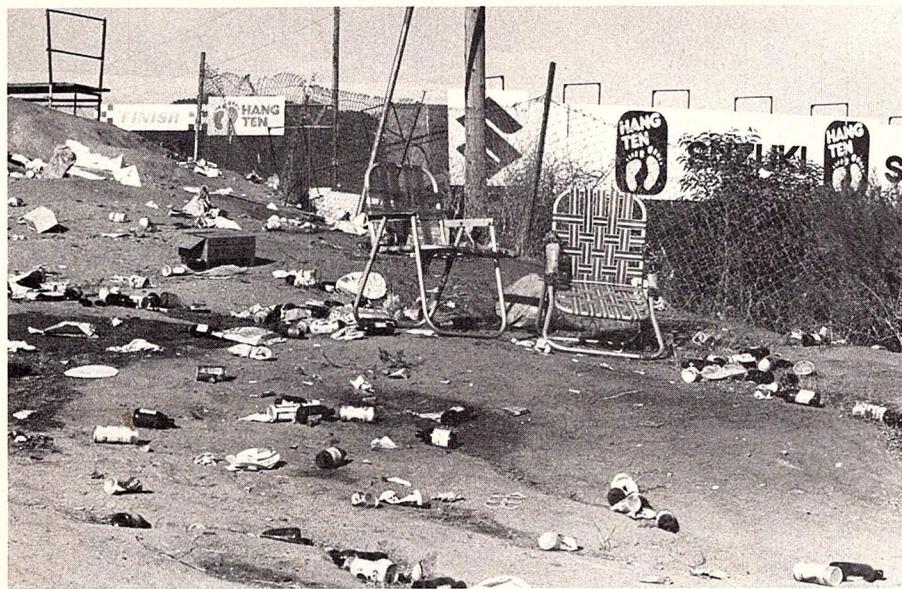
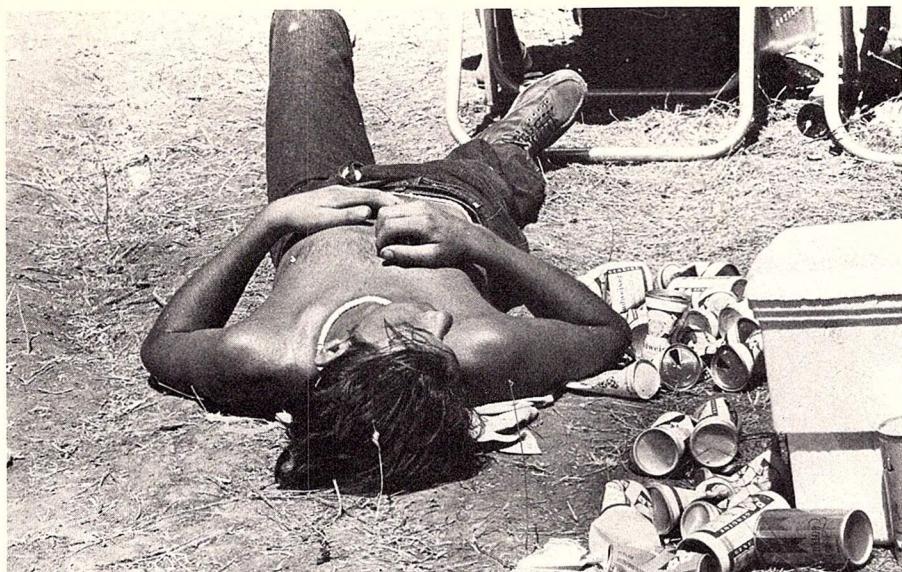
The enormous crowd makes watching the race difficult at times, but eventually everyone seems to find a spot in the dirt from which to enjoy the day's activities. Besides, after opening the big cooler a few times, it really doesn't matter where you're positioned because everything starts looking good. There's always a lot going on around you everywhere, always.

Stunt planes, skydivers and the ABC helicopter provided for plenty of ohhs and ahhs. There were outrageous crowd-frisbee games that had the hillsides clapping and hooting louder than if Bad Brad

Action on the other side of the fence at the USGP

SPECTATORS





had won the whole thing. Firecrackers celebrated the Bicentennial. More than enough beer, stash and munchies were going around, and the nice sunny day made for some of the best woofie-watching this side of the Huntington Pier.

To top it all off, the top European GP stars and America's hottest shoes came too, and when they were out on the track, struttin' their stuff, the madness was forgotten, and 30,000 people pressed against the fences to watch the best in the business go for it.

A yearning for the secret of high-time, real-life, Grand Prix motocross soon leads you away from the track and toward the assemblage of factory teams below. Drawn by the magic of magnificent mechanics, tempted by technology in its finest form, you are denied entrance into the sanctuary of the trickiest bikes in the world.

Inside, hidden, are your heroes. European idols and U.S. stars both lurk within, yet, even at this distance, you must worship them from afar. Rejected, you stand with your nose pressed against a chain link fence, ogling and drooling, and wishing there was some way to get into . . .

THE PITS

There are several: Wait until the end of the day, when everyone is frantically loading their gear as a wave of souvenir-hungry people come stampeding through; duplicate, fake or grab one of those precious pit passes that are impossible to get in a normal manner; or sneak in. It's pretty hard, there's a lot of guards, but if you really want to get in, nothing's going to stop you . . .

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The Lake Sugar Tree course is in the middle of a Virginia forest near the North Carolina border. Nice backyard for owner/promoter Avery Mills and family.



trans-ama LAKE SUGAR TREE, VIRGINIA

Even the best take a bite

by Paul Boudreau

On Sunday morning before the second round of the Pepsi-sponsored Trans-AMA at Axton, Virginia, Jimmy Weinert kept a group of riders and mechanics amused over breakfast, making faces in through the window and cracking jokes at the table. Although he felt like he "rode like an old lady" the week before at Mid-Ohio, this was a new day and a new race. The Jammer always likes to start off at the beginning feeling loose. He just counts his blessings and the enormous amount of money he makes carrying the 500cc National Number One plate into the Trans-AMA two years in a row.

The other riders and mechanics were feeling cheerful anyhow. It had rained eight days solid in Virginia's Blue Ridge Mountains, but the overcast had broken and now the day looked like it would be perfect for motocross.

For the first half of the day, things went perfect for Weinert, also. He won the first moto, and the restart of the second moto found him in excellent position to score an overall win, something he needed to offset his poor performance the week before. He knew the only other riders who could upset his plans were the Honda wonderkid, Marty Smith — who had battled Weinert

furiously throughout the first race despite engine problems with his prototype RC500 MF Honda, and the World Champion, Roger DeCoster — who, in the first heat, had the lead in his sights and was closing for the kill when he tangled with Tommy Croft and had to restart his engine before finishing third.

But, for the Jammer (as Weinert is known), it was that ever-lurking enemy, the track itself, that proved to be his worst foe.

The Lake Sugar Tree course winds around its namesake, a pregnant pond more than anything else, stringing together over a mile of tricky elevation changes, off-

Honda "Wonder Kid" Marty Smith put together two good motos (2-3) to take second overall behind DeCoster. His first-moto battle with Weinert saw

them passing and bumping each other all over the track, with Weinert taking the flag a scant 12 feet in front for the win.



cambers and jumps. For this prestigious event, promoter Avery Mills found fit to condition the dirt with a few truckloads of sawdust. Now, this method may work fine to keep the dust down in dry weather, but after eight days of rain the surface resembled the consistency of brownie batter, knee-deep.

By the end of practice, the big bikes had dug down to hard dirt, leaving behind a single line of axle-deep trenches and waist-high berms. Lake Sugar Tree was a slotcar track. Passing, if it were to be done at all, would have to be done quickly in some hairy places.

Weinert pitched his Steve Johnson

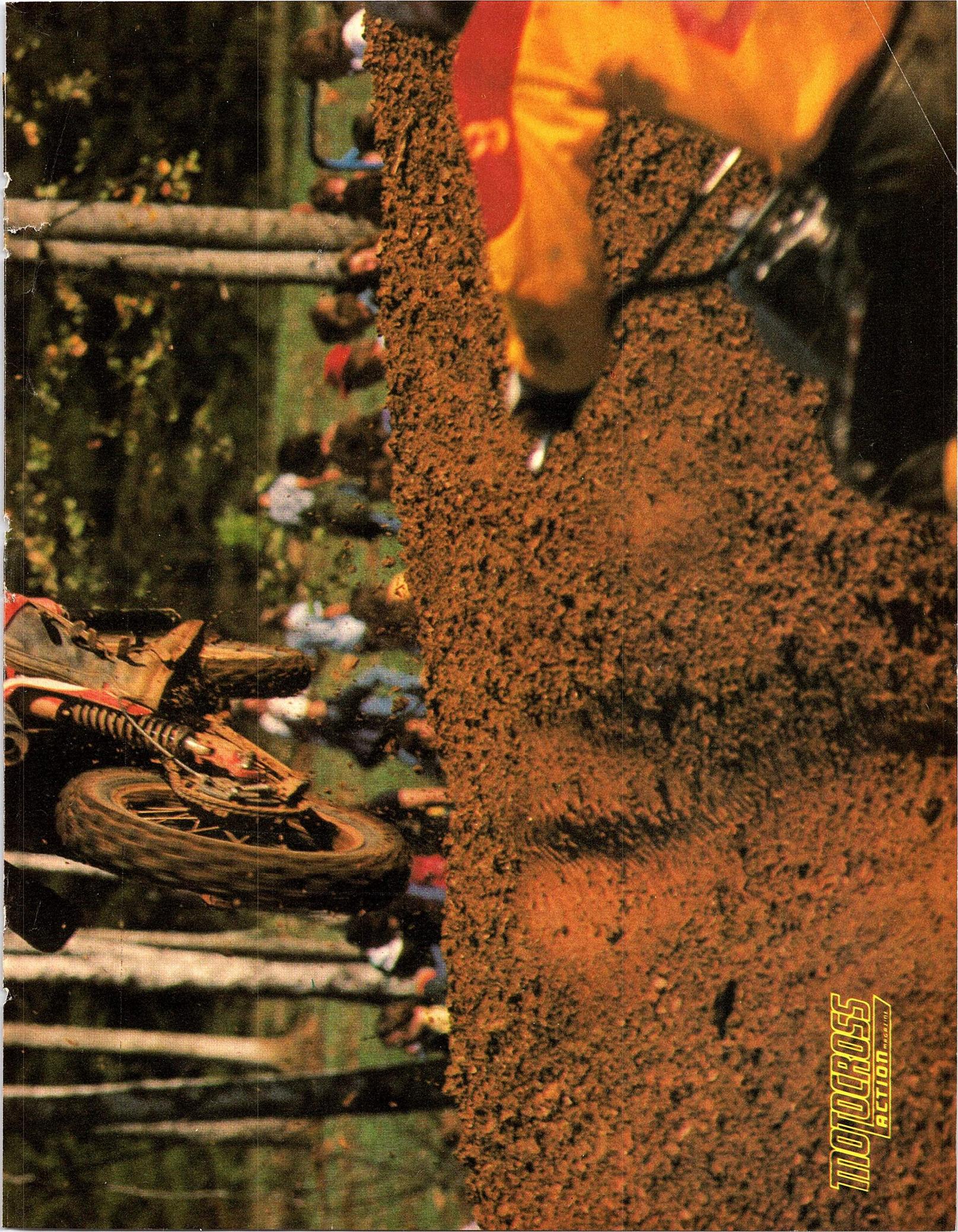
prepared KX400 factory Kawasaki over the top of a 20-foot mound of dirt aptly named "Mount Everest" and clicked it to the left, trying to gain a line past the guy in front. Suddenly . . . "It was just one of those things," said Weinert afterward, "part his fault, part mine. All I know is, I went down hard."

Continued



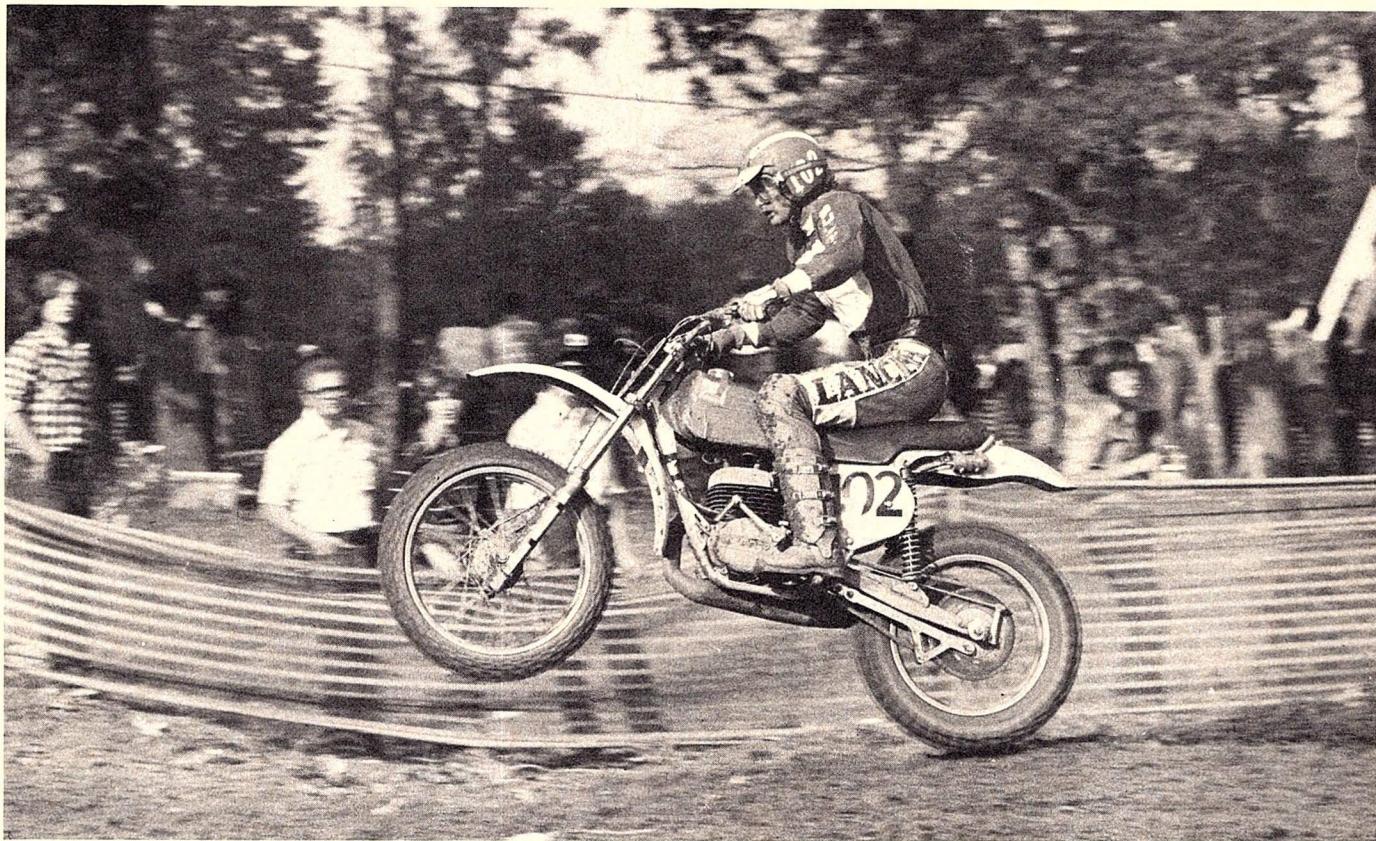
Roger DeCoster jumped into the Trans-AMA points lead after two events by taking Virginia's Lake Sugar Tree race with 3-1 moto finishes.





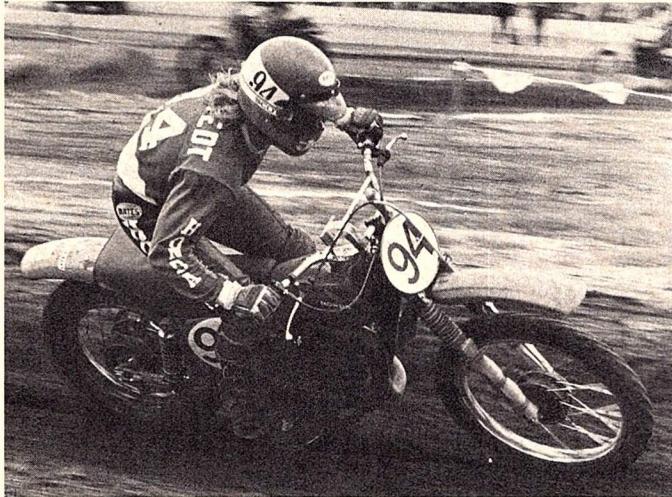
MOTOCROSS
ACTION magazine

LAKE SUGAR TREE, VIRGINIA



Jim Pomeroy had his swingarm break less than 15 minutes away from winning the second moto. He was then disqualified for receiving help outside of the designated area.

EIERSTEDT TAKES 250 SUPPORT



Tragically, Mid-Ohio's Support class winner, Jimmy Ellis, was involved in a serious traffic accident that landed both he and his wife Darleen in the hospital for a few days.

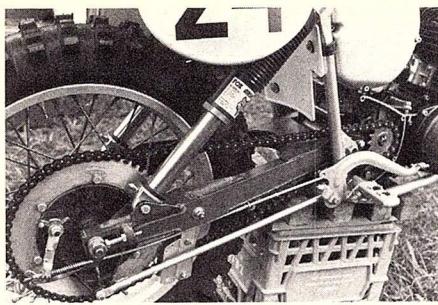
With the coast thus cleared, Honda's Rich Eierstedt made easy work of the Lake Sugar Tree Support race, scoring double wins aboard the 250cc Type 2 Honda prototype. Husqvarna privateer Chuck Sun and Suzuki privateer John Savitski gave distant but fruitless pursuit.



Rick Burgett had the holeshot at the start of the second moto and then had to do it all over again because of a gate malfunction . . .



The restart didn't go as well for Brad Lackey (24) . . .



Lackey's Husky sports the wide Sun rims and uses 530 chain and sprockets.



Gaylon Mosier's very sano Maico. Check out guy wires holding front fender in case of mud problems.



Inside the new big-bore Kawasaki you find an exotic piston.

It was a blind jump off the hill and the next guy over, Gaylon Mosier on the Maico, went down. Weinert chose wisely to abandon his machine lying in the middle of the track and watch safely from the sideline while the thundering pack, only two laps old, landed around his fallen bike. Finally, after the flagman woke up to the situation, Weinert was able to approach his machine, but Big Green had flooded and would not start until the Jammer's win was out of reach.

Instead, as was expected from the beginning, DeCoster won. He did it in what is becoming standard DeCoster style in the U.S.: so-so starts, cautious maneuvers through the pack, rapid, inevitable pursuit of the leaders, swift and decisive engagement, then, finally, the almost casual victory. DeCoster's precise execution of Lake Sugar Tree's monorail berm system and his almost uncanny finesse on the off-cambers left no doubt whatso-



After the previous week's mudbath at Ohio it was nice to see the sun come out . . .



Saturday bike races had Lackey taking the Holiday Inn Classic over runner-up Mosier.

ever as to who was in command of the racetrack.

There were flashes of brilliance from the others. A restart of the second moto gave Yamaha rookie Rick Burgett a perfect-plus score of three holeshots in one day. Bultaco-mounted Jim Pomeroy took

Continued on page 71

RESULTS 500cc LAKE SUGAR TREE, AXTON, VIRGINIA

First Moto

1. Jim Weinert	Kaw
2. Marty Smith	Hon
3. Roger DeCoster	Suz
4. Rick Burgett	Yam
5. Tommy Croft	Hon
6. Jim Pomeroy	Bul
7. Bill Grossi	Suz
8. Gary Semics	Kaw
9. Pat Richter	KTM
10. Terry Clark	Kaw

Second Moto

1. Roger DeCoster	Suz
2. Bob Hannah	Yam
3. Marty Smith	Hon
4. Pierre Karsmakers	Hon
5. Bill Grossi	Suz
6. Steve Stackable	Suz
7. Brad Lackey	Hus
8. Rick Burgett	Yam
9. Kent Howerton	Hus
10. Tony DiStefano	Suz



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PREMIO DE LA AMISTAD IV

THE MEXICAN SUPERBOWL

More people than three Trans-AMAs!

by Pete Szilagyi

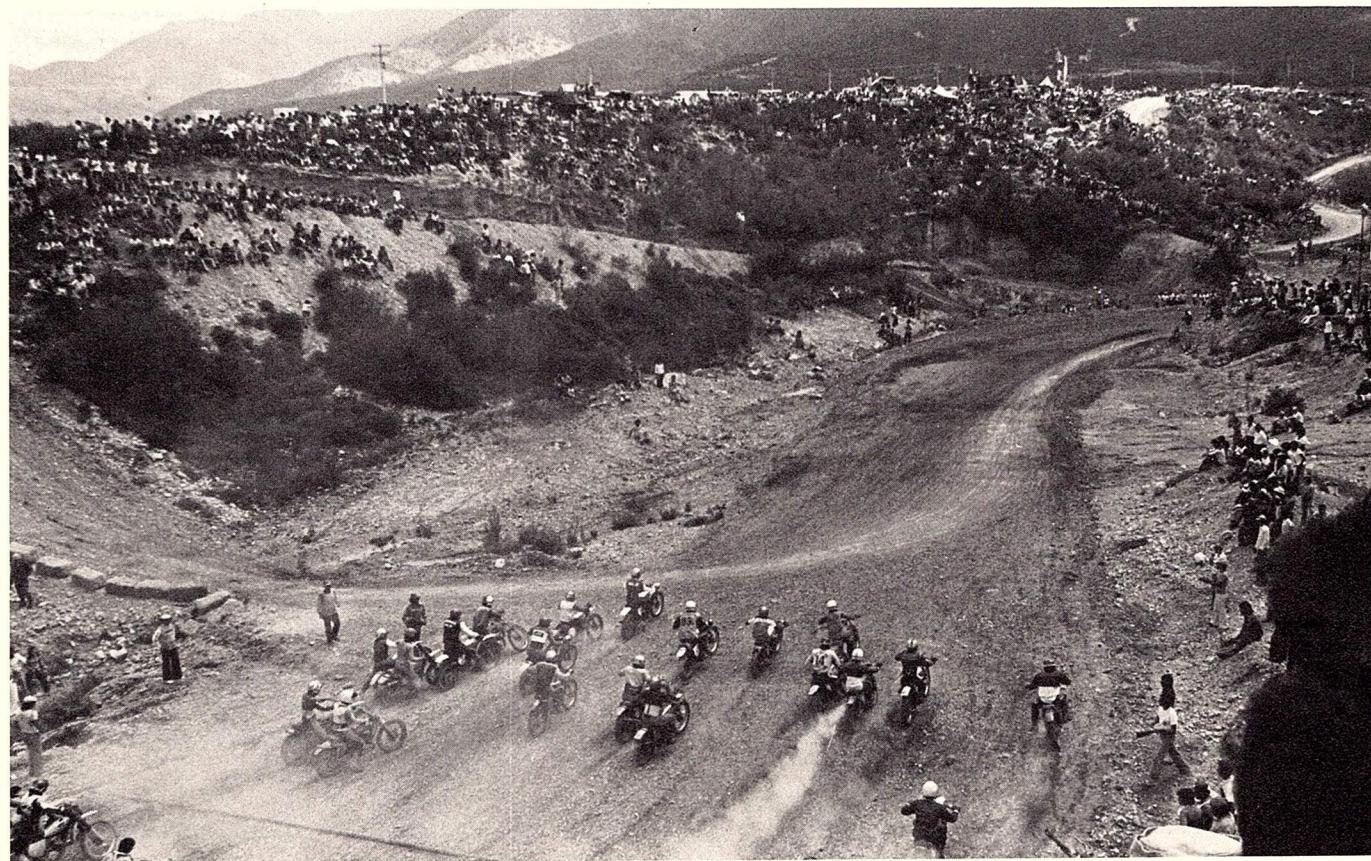
Thirty thousand, 40,000, 50,000 — they streamed into Lomas de Lourdes for the annual *Premio de la Amistad* motocross in Saltillo, Mexico, on burro-back, buses, motorcycles and cars. It was, by our reckoning, one of the biggest crowds ever to witness a motocross in the Western Hemisphere, perhaps second only to the 60,000-plus that attended last summer's Superbowl. And honestly so, since Mexicans aren't given to over-estimating gate figures so the promoter can do a song and dance for the media. There was wall-to-wall humanity hanging from the cliffs and lining the track.

Neither Roger nor Tony D. was there, no Wolsink, Everts, Lackey or Pomeroy. The only international riders the Mexican public knows are those who come down from the States to challenge them for the "Grand Prize of Friendship." The challenge is not that great, however, since the native riders, though very fast, aren't tuned in to the strategy and conditioning required in 30-minute motos. They run like scalded apes for half the

moto or so, then their breathing gets heavy, their veins bulge and they all drop back.

Consequently, the heroes were all Californians and Texans: Gary Jones, many-time AMA 250 national champ and now a rider for the Mexican Moto Islo factory; Steve Stackable, Suzuki teamster; Wyman Priddy, a long-time Kawasaki national rider now defected to Bultaco; Mike Tripes, another well-known Tripes brother; Gunnar Lindstrom, ex-Husqvarna, now *Dirt Bike Magazine*; Henry Evans, a teenage KTM 125er; and Jack Hicks, a symphonic musician's son who taught a series of motocross schools in the interior of Mexico in early 1976.

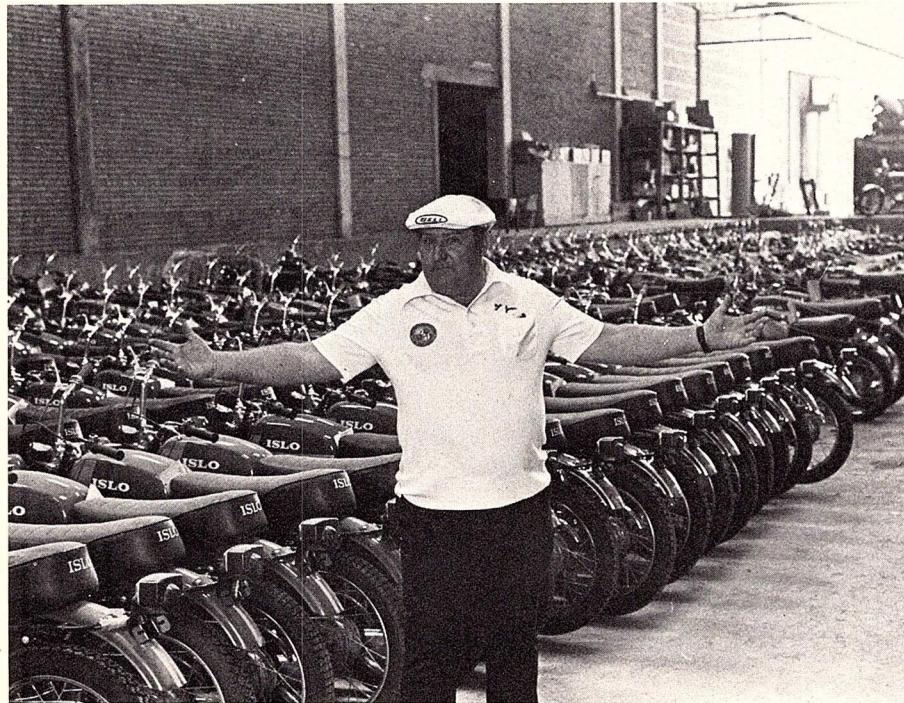
The payoff was \$6000, the track was challenging but a bit narrow, and the spectators were enthusiastic. With more participation from U.S. riders, particularly the factory teams, and a higher purse, *Premio de la Amistad* could become a significant international race. Each year it gets bigger and better, and the vintage year is yet to come.



Heading into a sea of humanity, the riders found the track, an old quarry, rough but narrow. With a lot of bulldozer work it could equal some of Europe's best tracks. Providing the background are the Sierra Madre mountains, known in the States as the Rockies.



Bernie Thompson, Suzuki team mechanic assigned to Stackable, grabs for all the gusto he can get. Last year Bernie finished fourth in the Open class — this year he chased around Miss Coahuila, on the right.



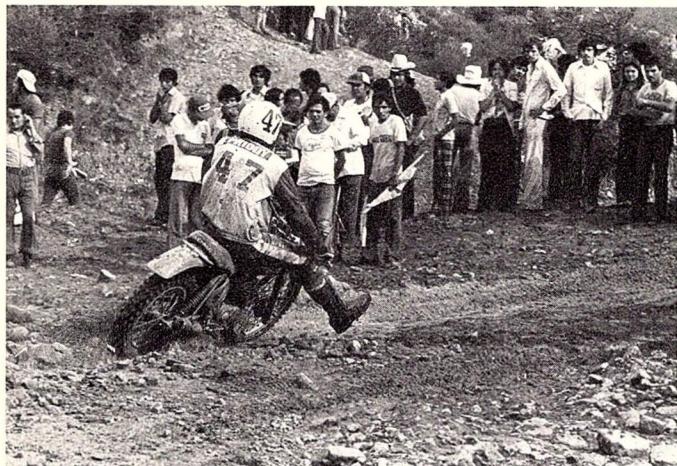
Here's Don Jones showing off the street bikes manufactured by his and son Gary's employer, Moto Islo. The Joneses do most of the developmental work on the Ammex, Islo's motocross proto, at their shop in California, but visit Saltillo periodically for testing and tooling.



Steve Stackable (he's the one with the "S" on his shirt) is one of the most popular riders in Mexico. With a little handshaking and speechmaking, he could probably be elected President. After the races he had to be hustled off his Suzuki and locked in a van to avoid a swarm of onrushing admirers. Then they peered in the van windows and found out he takes off his pants just like a regular human being.

See next page

THE MEXICAN SUPERBOWL PREMIO DE LA AMISTAD



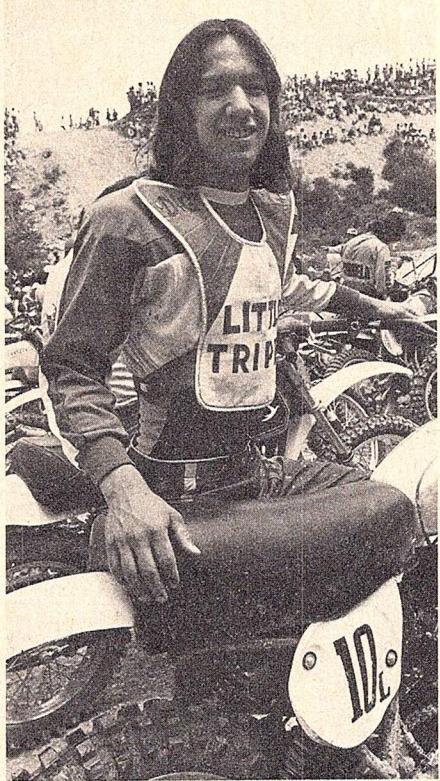
Back when Stackable was still in high school Wyman Priddy was winning all the Mexican races. At Saltillo this year he won the 250 class when Steve drowned his bike in a mudhole. Though he's no longer a spring chicken, Wyman always finishes in the top three and is one of the few people who can ride back-to-back 30-minute motos without slowing down.



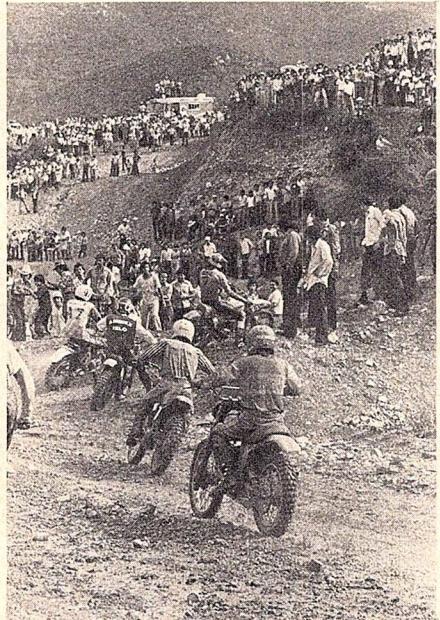
At the *Gran Premio* short-track on Saturday, Gary Jones (6) cleaned house on his 250 Ammx. He was a flattacker way back when and attacks the lesser sport with the same skill he uses on the berms. Number 10 is Oklahoman Tim Cartwright on the new 450 Carabela.



Hard luck award of the day went to Henry Evans, who completely aced the 125 Pro class on his KTM but was only given third overall after a scoring blunder. Evans and the eventual class winner, Raul Gutierrez, had a first-moto race that raised the hair on the burros' backs, but Henry won by half a lap when Gutierrez's arms turned to rubber. Stackable acted as Evans' "lawyer" at the argument over the scoring.



Mike Tripes is accustomed to riding a DG Yamaha, but at Saltillo he finished in the money on an Ammx despite a case of the cruds the night before.

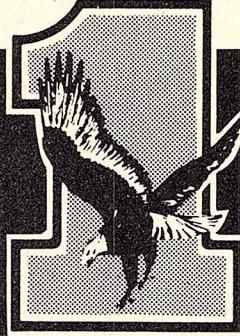


Short Stack is followed into the first turn by Priddy in an Open moto. By the last series of motos, the crowd of 50,000 had moved down from the cliffs above to trackside. More than one rider bermed off spectators, and, toward the end of the day, a gentleman lay down on the track at the crest of a jump and watched the bikes sail over him. After a brief but violent hailstorm during a 125 moto, a few riders had to steer between the kids sliding down the big, muddy downhill on their behinds.



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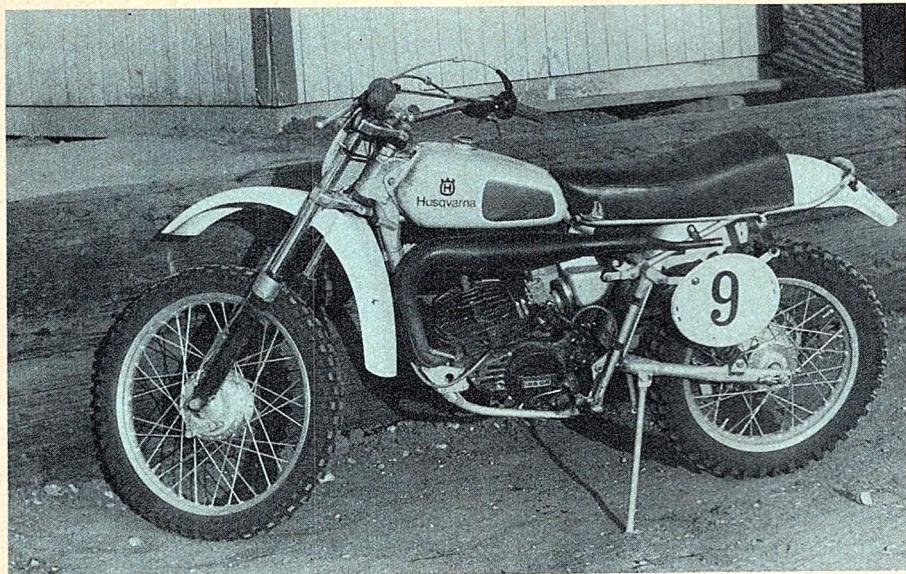
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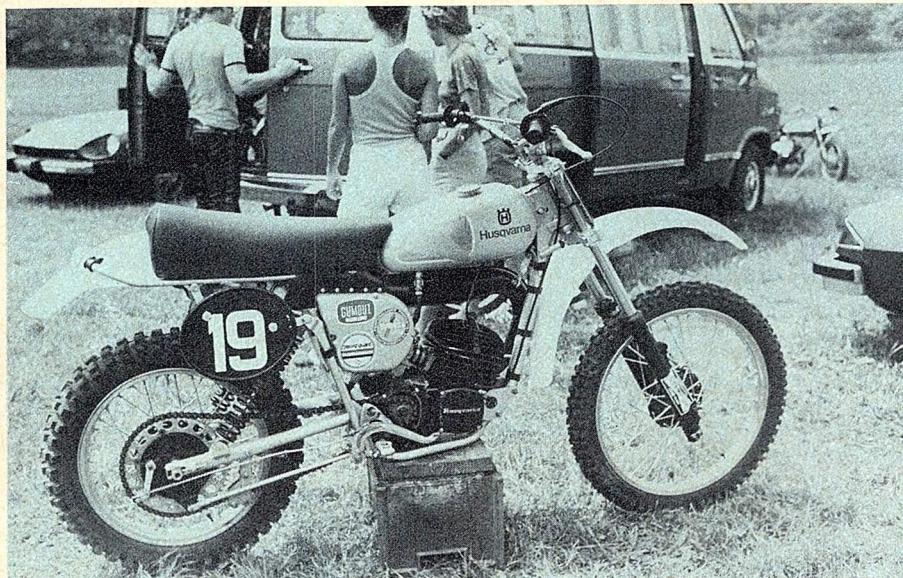


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Nils-Arne Nilsson's bike that he campaigned in the 125 Nationals. Not much different except the forks.

Husky really did their homework. Using last year's model as a foundation, they mechanically swept through the bike to produce the new '77 CR125, the first European 125 capable of competing with the small Japanese bikes in a long time.

The Swedish wrenches attacked the problem much the same way you would. They sat down one night with a bottomless mug of beer and took a long, hard, honest look at their previous creation. It was close, but no cigar. They knew what really cooked on the track. The '76 Husky was basically right, they didn't need that much modification to make them work. Nothing that couldn't be incor-

porated into the next year's model. Definitely, a faster engine was needed. Go first-class on the suspension too. Pull in the front end, a trick they had learned on the GP circuit. Things started to shape up.

When Husqvarna proudly announced that they were going to make about 1000 bikes this year, more than twice as many as last year, a lot of the knowledgeable Husky freaks shook their heads. "This'll be the year," they said. Indeed it is. The '77 CR may look a lot like its predecessor, but it is almost a completely new motorcycle. Maybe some of the parts are the same, but all the changes correspond directly to the way the

bike reacts with your body in trying to go around a motocross track at speed. In short, the modifications made to the Husqvarna have resulted in a surprisingly excellent race bike.

Husky has put it all together. The bike complements itself and works as a single unit. Its pieces harmonize. The engine runs hand in hand with the suspension. Best of all, the entire bike works with the rider in very special ways, pleasing ways. It lets him go fast.

A TRICK OF THE WRENCH

By placing themselves in the rider's position, the Husky mechanics noticed one important fact about the old bike . . . they were getting blown off down the straights. A faster motor was an obvious necessity. So they dug in. The ports got ground and a new piston was popped in. They slapped the radial head back on and went in search of more power. A new pipe was fabricated, incorporating two silencers. The pipe is mellow, it tucks in well and never burned us once. Mounted sano, too.

The new 32mm Bing has both a tickler and a choke. They work miracles together in the early morn. A couple of kicks standing next to the bike, while the reed valves "gobble" on each kick, will get the little Husky popping.

Air filter servicing is a breeze. Four screws and it's off. Inside, a Twin-Air filter takes care of the chores. The air box itself isn't sealed extremely well, although it's a great improvement. A fair amount of dust and crud seemed to sneak in during every race or test riding session. New concepts in little rubber flaps protect the air box from most aquatic attacks, but don't stand a chance against the wild fury of the 35-cent car wash.

A Motoplat CDI ignition provides the juice.

The little Hoosk has even got magnesium cases now, like its bigger brothers. They must've tinkered around in the six-speed gearbox too, because this year's models shift much smoother. The ratios are spaced just right. With the engine turning out more horsepower on top while retaining its strong pull in the lower range, the Husqvarna engineers set to work

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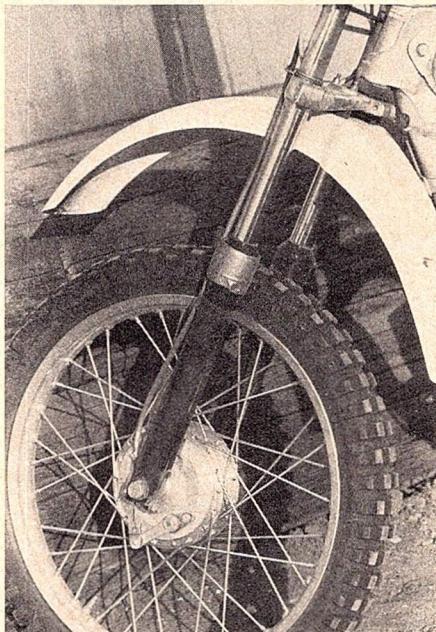
on getting the suspension sorted out.

As the first representative of a new breed of Husky, the 125 features the pulled-in front end. By decreasing the fork angle, the Husky turns sharper and quicker. This modification probably has more to do with the fine, new handling characteristics of the '77 CR than the long travel suspension. In fact, if there was one compliment that all the test riders had, it was how neat the new Husky turns. The thing steers bitchen.

Although Husky was experimenting with offset axle forks on their factory 125s this season, they chose Betors for the production bikes.



Finally Husqvarna has got some new pegs. They're spring loaded and grip OK. Anything's better than what they used to have.

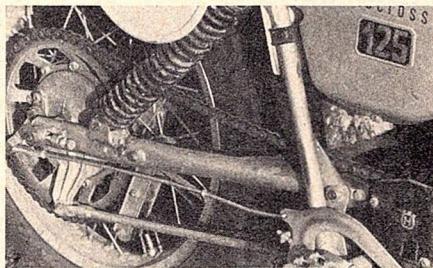


Up front, Betors with eight inches of travel, a well-shaped, unbreakable fender, a larger hub that improves the braking, ridgeless Akront rims, and Trelleborg rubber. The front brake cable needs to be routed correctly and, oh yeah, watch the spokes.

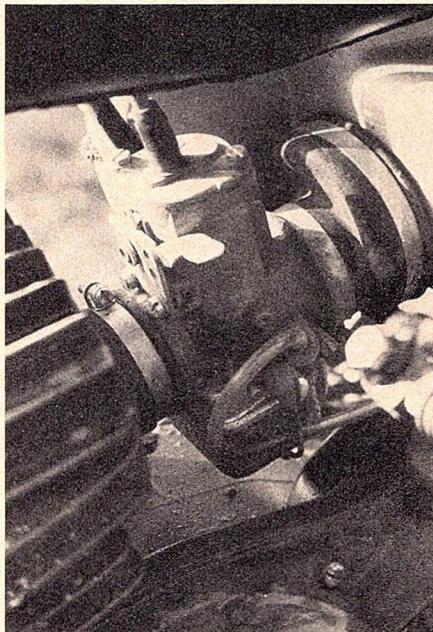
They offer eight inches of travel and give a very plush ride, producing a sensation of rolling over the bumps, instead of hitting them. The forks can be moved up and down in the triple clamps to alter the steering.

The rear of the bike has to be one of the nicest setups available on a production machine. Gas Girlings are laid down in the now-traditional Husky style. The internals get some attention — a miniature ring on the shock piston keeps the tolerances close. The shocks never seemed to fade. The swingarm now swings on needle bearing bushings, and it is mounted directly to the rear of the engine cases.

The rear end tracked straight and true, staying in contact with the ground when it should. The rear end coordinates with the front and



The chrome moly swingarm is mounted to the rear portion of the magnesium cases, saving some weight. Inside, Husky has added some new needle bearing swingarm bushings.



A larger 32mm Bing now feeds the cylinder through a reed valve setup. The carb worked fine and features both a tickler and a choke. Needless to say, the bike started easily in the cold morning.

the entire suspension package is superb — not a hint of swapping. You pay your dues with the soft ride though, as both front and rear ends will bottom out occasionally when you land off the big ones.

The handling is further enhanced by the Trelleborg tires. They're just like anything else on the hard SoCal cement tracks, but get them in the soft, tacky stuff during practice, or on a properly prepared track, and they'll really turn tricks. The improved steering, good suspension and the Trelleborg rubber team up to produce one of the best sticking bikes around.

The Swedish factory has added a lot of nice touches to the bike. Some were long overdue and others were just common sense corrections, but they're all the things that make owning the bike a little more pleasant. They finally scrapped their wimpy old-style pegs and put on a set of good ones. The fenders are new too; they're shaped well and, according to our unexpected testing procedures . . . unbreakable. Sturdier cables, the kind with provisions for oiling, were added to the excellent Magura controls. The bike also comes with the good type of Akront rims and a kill button. The cables, wires and hoses are thoughtfully routed. One exception is the front brake cable, nothing that a little duct tape couldn't fix.

The 125 Husqvarna also comes with new, larger-diameter hubs this year, resulting in better brakes and less breaks. Stopping is excellent, especially up front. They even made the rear air box splash-guard/fender longer so the tire won't screw it up.

They only missed a few points. The number plates are made out of hard, brittle plastic. They can crack around the mounting bolts before a good pile-up has a chance to munch them. The vents at the top of the Betor forks still spray a fine mist of oil. The gas cap gives a positive seal, though.

Husky must've just plain given up on the kickstarter. It's not primary kickstart. It's on the left side of the bike and has to be positioned for kicking unless you have an educated toe. Once you do get going again, your dislike of the kickstarter will increase because it is occasionally nudging the inside of your calf. Sometimes it flops out all the way. Rubber band time. Oh well, it's an

easy-starting bike.

Two of the most important things to have personalized on your bike are the handlebars and the grips. Individual preferences in the bend of the bars and shape and patterns of the grips greatly alter your feeling of control over the bike. The absence of chain indicators make adjustment a bit more difficult.

As a result of the new, pulled-in front end, the front fender rubs against the frame downtube. It doesn't hinder the steering at all, but it's kind of annoying. Watch the spokes. They loosen quickly without warning, causing possible breakage.

The seat could use a little more padding. It sits fairly low and some of the test riders felt it encouraged them to sit down too much. After a few days in the saddle, the foam gets really soft and loses a lot of its firmness.

That's about it. It might sound like we're nitpicking, but since Husky went to the trouble to correct the major problems, we wonder why they ignored some of these minor ones.

So, what do all these changes add up to? How does it go on the track?

Can it win? There's only one way to find out. You have to go for it.

RACE DAY

Probably the biggest surprise about the new Husqvarna CR125 is how well it works as a single piece. The whole is better than the sum of its parts. This is where you gain the advantage.

The engine now is competitive. For a stocker, the Husky is a fast 125. It'll stay with all of them and blow off most of them. The problem is, how many stock 125s are out at the tracks these days? The Husky's main competitors aren't Suzuki, Honda and Yamaha, but FMF, DG and the "millions" of other speed shops that are turning out rocketship one-two-fives. For this reason, you probably won't be making too many swift swoops on the straights or getting the holeshot very often.

Besides, it's kinda fun working your way through the pack and passing everyone. What the Husky loses in sheer, raw speed, it more than makes up for with the *kind* of power it's putting out. The powerband is very broad for a fast

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SPECIFICATIONS

Make Husqvarna
 Model CR125
 Country of Manufacture Sweden
 Retail Price \$1395

ENGINE

Type Single-cylinder, two-stroke, reed valve
 Bore & Stroke 55mmx52mm
 Displacement 124cc
 Compression Ratio 13.5:1
 Carburetion 32mm Bing
 Ignition Motoplat
 Lubrication Pre-mix, 32:1
 Air Filter Oiled foam Twin Air

TRANSMISSION

Type Six-speed, close ratio
 Ratios 32.80:1, 24.68:1, 19.65:1,
 16.56:1, 13.96:1, 12.34:1
 Primary Gear, six-disc alloy clutch
 Ratio 4.06 (53/13)

SUSPENSION

Front Betor hydraulic dampeners
 Rear Gas Girlings, laydown
 Travel: Front 8 inches
 Rear 8 inches

DIMENSIONS

Wheelbase 56 inches
 Ground Clearance 10.5 inches
 Track Weight 202 pounds with gas
 Weight Bias 43% front, 57% rear

CAPACITIES

Fuel 7.8 liters
 Transmission 1.4 liters
 Forks 241cc

125 and delivers plenty of pulling power. It's not necessary to keep it right on the powerband, although you won't be going very fast if you don't. What's neat is, the strong little motor lets you reach that top end, while other riders are struggling to stay within theirs.

You'll be torquing out of the corner until it hooks up, while everyone else is working feverishly to keep their bikes in that narrow, precious powerband known as wide-open. The Husky's unique 125 engine will also allow you to ride differently. The power is always there, without hesitation. If you really lug it, one slip of the clutch is all that is needed. You won't be having to make unnecessary gear shifts just to keep the engine peaking.

But let's not get carried away. To win on a 125 you have to keep it WFO. The Husky hooks up with the best of them. Clutchless shifts are possible anytime, but it works better with it, naturally. The only shifting problem — some of the riders weren't used to the longer throw of the Husky lever, being more accustomed to the quick click of their own Japanese bike.

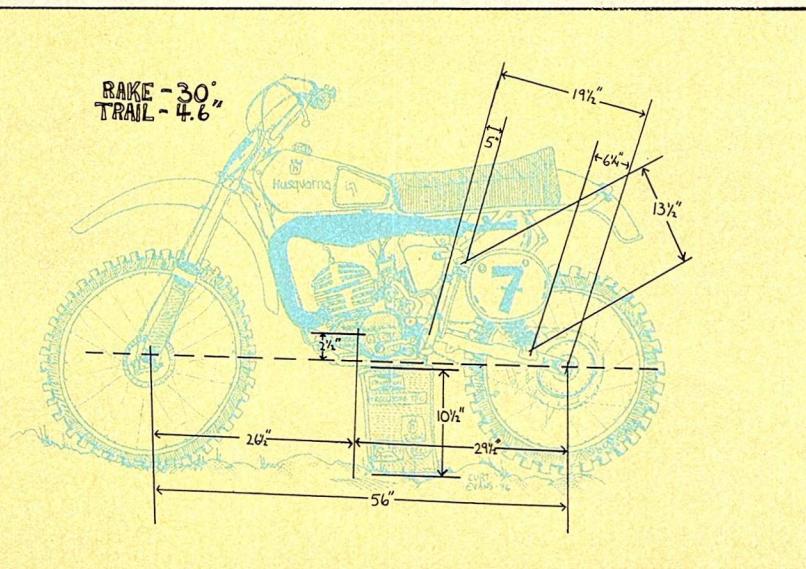
The new longer travel suspension feels good out on the track. Eight inches travel front and rear produce a very neutral, calm feeling. No erratic twitching, no sharp jolts, just a soft cushion that seems to absorb the irregularities of the track and transmit little of them to the rider. It takes a mean whoop to even scare you. The Husky isn't one of the lighter 125s, but the extra weight actually seems to add to the

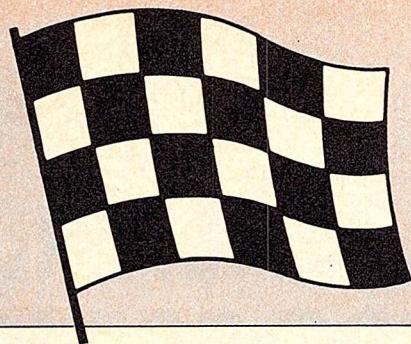
bike's stability. In fact, it rides more like a small 250 than anything. The front end is relatively light, but didn't present any problems jumping or otherwise.

The most notable feature in the CR's handling is the tucked-in front end. The Husqvarna now turns sharply and precisely and can hold a line beyond compare. It goes where you point it, and obeys the most radical commands through the turns. Decide where you want to go in a corner when you get there. A quick pull and you'll be tracking on the inside. Let it drift into a slide and square it off. Even being horizontal in a berm is a natural feeling. Your lap times around the track will start getting lower. It turns so neat you can't wait to get off the straightaway and into the corner. The Husky will get you in and out very quickly. When you really start getting into it you'll find yourself riding on the farthest reaches of the track, discovering new lines you thought never existed. There isn't another 125 around that can be ridden the way the Husky can. That means you're not going to be taking the same lines as everyone else if you don't want to.

Owning the CR125 should be almost as much fun as riding it. Everything is simple, sturdy, functional, well-thought-out and designed to be worked on as well as work. Its engine isn't modified to the thin edge of self-destruction. The Husky is a joy to maintain, comes with a good owner's service manual, and should prove very reliable. Husqvarna already knows it built a solid, dependable bike, and they back it up with a 60-day unconditional warranty. That's a lot of races.

Although the vastly improved '77 CR125 costs the same as last year's model, it's still more expensive than most of the competition, but that Swedish quality has a way of sneaking up on you. Husqvarna has already incorporated a magnitude of trick parts into the production model for you, and what's more, they've done it in such a manner as to produce a bike that harmonizes within itself, a bike that was designed as a complete and thorough package, a bike that works. True works bikes don't come cheaply . . . you get what you pay for.





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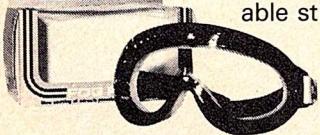
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NEW ZEALAND MOTOCROSSING

The Olympics made New Zealand's touring Rugby team famous but what do you know about their new interest in motocross?

Story and photos by David Pardon



The New Zealand style . . . flat-out from go to whoa. Airborne RM125 here is Auckland North Shore club rider Rex Averiss at a club meeting on farmland at Wainui, near Auckland.

Now for a short geography lesson. What do you know about New Zealand?

Probably (if you cheated and looked it up) that it comprises three islands in the South Pacific, 1200 miles from Australia; that it's about 1000 miles from top to bottom, but only 280 miles at its widest point; that 92 percent of the population of three million are of European descent, the other eight percent being Polynesian, mostly native-born Maori; and that about 60 million sheep — 20 to every human being — are the mainstay of the country's economy.

Which brings us to motocross, because although rugby football is New Zealand's national sport (worshipped with near-religious fervor), motocross is making inroads into the recreational affections of the young. And as a sport it has developed along uniquely New Zealand lines, influenced only slightly by trends in Europe and the States, but growing mainly from the almost universal use throughout the country of the farm bike.

It is still an all-amateur sport, though the announcement in June that the country's No. 1 rider, Peter Ploen, three times national champion, is turning full-time professional with the backing of a clothing company, is the climax to 1976 as something of a traumatic year for New Zealand motocross.

Under the wing of the New Zealand Auto Cycle Union, whose 50 affiliated clubs run everything from road and beach racing, through trials and enduros to speedway (dirt track) and hillclimbs, motocross has jogged along steadily for 30 years, during which the only developments of real note have been the decline of the European four-strokes, the introduction of a somewhat messy and not-too-satisfactory national motocross championship series, and a steady drift into the sport of youngsters who, brought up to herd sheep and cattle from the saddle of an increasingly sophisticated farm bike, have found the transition to MX almost natural.

Additionally, of course, New Zealanders know machinery.



Reg Dixon, on a CCM 500, is the only competitive four-stroker on the Kiwi circuit.



UK Support champion Paul Harrison, riding here in a special international series at Helensville, took the New Zealand MX title back to England.

Stranded thousands of miles from the centers of population, pioneer settlers began the conversion of something like 50 million acres of bush and hill country into productive land, with the minimum of machines. And what few they had were made to last. It has been said that if you give a New Zealander two hours and a roll of No. 8 fencing wire, he'll fix anything from a bulldozer to a bicycle.

So take about 2000 enthusiastic amateur mechanics, lots of rough farmland and a highly-developed sense of competition, and you've got the makings of good motocross.

Add, during the past few years, the big franchise-holders: Suzuki, Honda, Yamaha, Kawasaki. Now things begin to hot up, and guys who spent weekends making MX on stripped-out Dots, Greeves and Gold Star BSAs suddenly find themselves on CRs, TMs and all the two-stroke goodies.

A new breed of faster, more serious and, importantly, dealer-backed riders was born: men like Ploen, himself a dealer, who is a brilliant performer on the track and who snapped up the national title in 1973, 1974 and 1975; like Wellington youngster Peter Boyle, the spectacular Moss Smith from Hikutaia, Reg Dixon, now the only competitive four-stroker on the New Zealand circuit, riding a CCM 500, and young Laurie Love, described by world 125 champ Gaston Rahier as one of the most promising riders he has seen.

These, and others, began to pull in crowds up to 3000 or 4000 for local club meetings, usually run on properties owned by sympathetic farmers unaffected by the current anti-noise campaign which is driving motor sports out of New Zealand's main centers.

Then, at the start of the 1975-76 season, came the big upheaval — the arrival in October of the first RMs, followed by a three-meeting international championship series starring Gaston Rahier, flown over by Suzuki Japan to promote the RMs in New Zealand and Australia. Rahier was the catalyst. As well as riding unbeaten in three meetings against Ploen and company, plus top Japanese works rider Masanori Ozieki and Englishmen Paul Harrison and Bill Aldridge, the 27-year-old Belgian ran a series of motocross

schools in the three main centers — Auckland, Wellington and Christchurch — and by the time he left, many reckoned New Zealand riders to be ten mph faster all round.

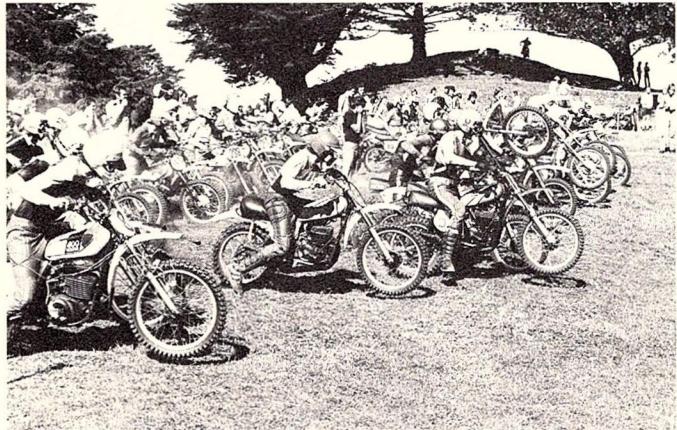
New Zealanders ride short races, usually no more than 15-20 minutes, and this has bred an all-out, go-for-broke style that works against them

in international competition. Even Ivan Miller, the only New Zealander to make it on the European pro circuit, finds the longer races exhausting. And, of course, this spectacular Kiwi style is a real bike-breaker. After watching Laurie Love tear up the Helensville, near Auckland, circuit, Rahier said: "You

come off bumpy-bumps sideways, huh? Not good. Always you try to go fast, sure, but motor-bike not fast sideways. Look fine, yes, but no win races." Which, despite its fractured grammar, is a fair summary of the New Zealand way of riding.

So New Zealanders began the process of learning to ride Euro-

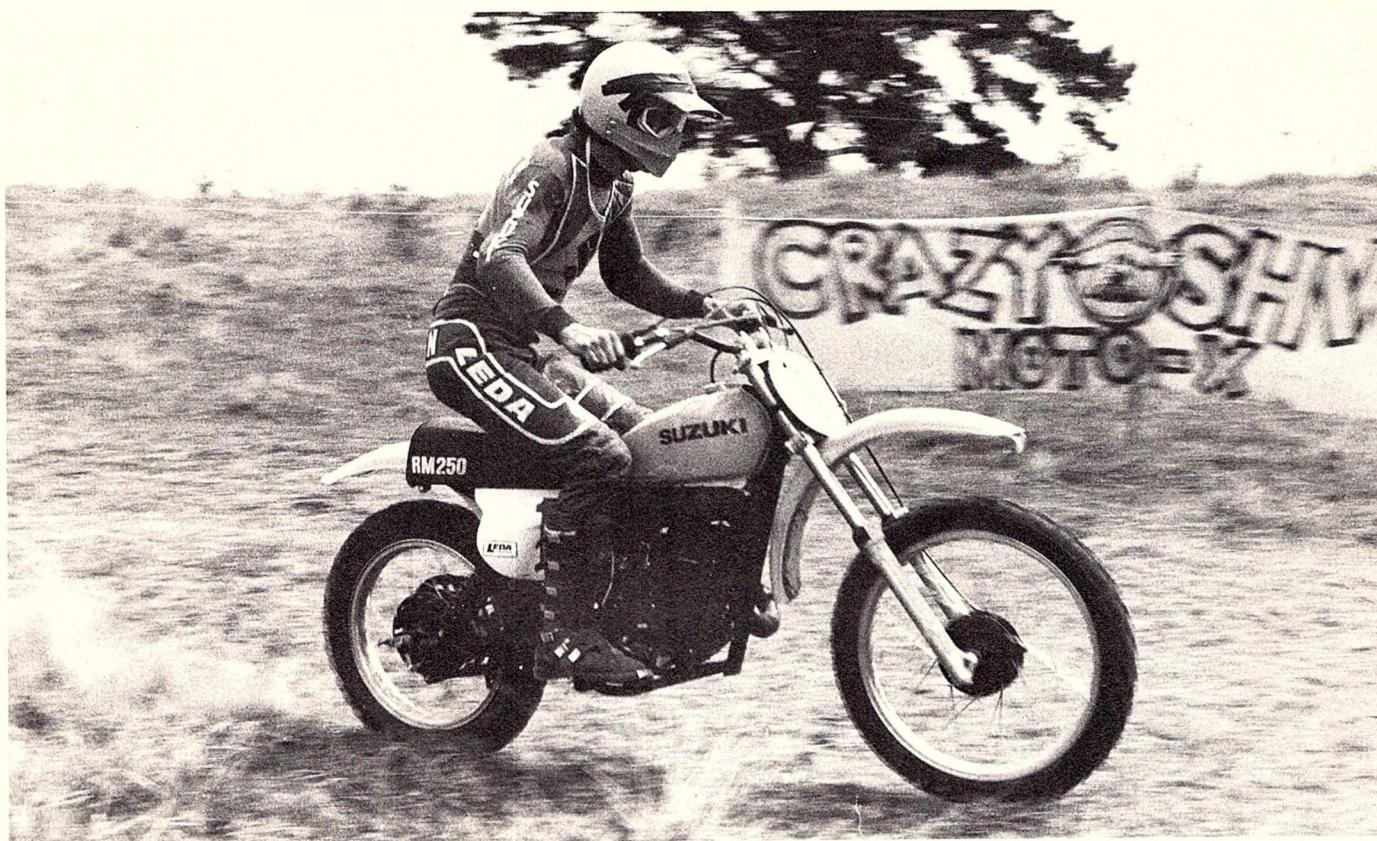
NEW ZEALAND MOTOCROSSING



Normal New Zealand starting system is a heavy elastic "gate" in two parts, released from the center and often (as in this case) fouling the rider who tries too hard for the holeshot.



Dust is a major problem at the height of the summer season. Few clubs can afford the luxury of a water truck.



Three-time New Zealand national champion Peter Ploen, a Tauranga (North Island) dealer, will become the country's first full-time pro motocrosser.

style. A couple of sponsored meetings featured 40-minute races for A-grade riders, but the final trauma was yet to come.

It happened when Paul Harrison, the 23-year-old UK Support champion, who had slipped quietly into New Zealand in October '75 and taken a job as a wrench-man with the Auckland Suzuki agents, wiped up the New Zealand national championship on an RM250 before flying off to Europe for the start of the northern hemisphere season. Ploen, dogged by injury during the qualifying rounds, was deposed and suddenly New Zealand MX had become a new scene. The whole system began to break down and by the start of the 1976-77 season around October-November, the field will almost certainly be split into amateurs and professionals, the latter led by Ploen.

The New Zealand ACU doesn't like professionalism in any branch of motorcycle sport and has threatened to withdraw its already begrudging support of motocross if the pros take over. But something has to happen if the sport, bursting at the seams with support, enthusiasm and talent, isn't to stifle in a cocoon sealed off from international competition.

Coleman-Suzuki, the local franchise, are banking on bringing DeCoster to New Zealand this time, and under the present system, the world champion could find himself racing against B-grade riders on anything from hot RMAs to ancient, time-served XLS. Indeed, Blair

Harrison, one of the North Island's most successful B-graders, uses an XL which he has also ridden in trials, enduros and in a jumping-over-13-cars stunt scene with the touring Californian Hell Drivers.

At present, New Zealand riders are graded A, B or C according to a rather loosely-applied standard of experience and ability. A rider can compete in the class above his own, but not the one below. Most clubs split their meetings into A, B and C races regardless of machine size, though some also run events for 125s only and even for street-legal trail-bikes.

Most tracks are on farmland, usually with only a short straight and plenty of natural hazards, hills, river beds and the odd cow pasture. One of the best Auckland tracks, Mangere Mountain, is inside the crater of an extinct volcano, making a natural stadium. Meetings are club-run, with prize-money low — about \$20 for a win — and raised by charging riders a \$4 entry fee and spectators \$1 each.

The majority of riders buy and maintain their own machinery, though a few A-graders get some help from dealers in return for advertising on leathers, helmets, tanks, etc. A top rider would probably take in 20 meetings a year, mostly in the North Island, and would meet all his own traveling and accommodation expenses. In Ploen's case, of course, this will change next season when he takes on

Continued on page 69

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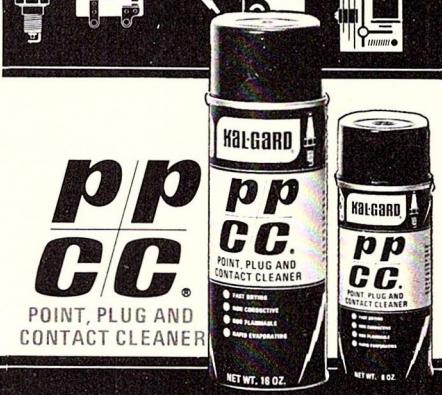


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Circle 11 on page 72

technical

TWO-STROKE TUNING: PART 3



The third and final segment of this series covers the "WHYS and HOWS" of changing the various ports and the power responses which result from these changes.

By E.C. Birt

Last month E.C. explained the mystery of blueprinting and also the power output of the two-stroke in the various degrees of piston movement. This month he gets into the changing of these ports to suit different aspects of racing. There is a lot to digest in this last of a three-part series, but it is pertinent. If the workings of the two-stroke engine have mystified you in the past, then there is no excuse for you now. This article by E.C. should enlighten a lot of letter-writers to MXA who have had the desire to become tuners and were looking for a source of information. E.C. has tried to spell it out for you in easy language and we hope you have learned from it. — ed.

It is important to think *any* modification all the way through before you change anything, to be sure there are no hidden surprises waiting for you.

Whenever possible, get exact information and advice for your particular engine from someone who has made improvements successfully. His experience may be cheaper than your mistakes.

By now some of you have made up your minds that it is a lot easier to just send your engine to someone

and have them build it for you. Well, that's fine, because my shop, along with a lot of others, makes our bread and butter that way.

I'm not going to sit here and give you a snow job and try to convince you that you will become the world's best tuner in three easy lessons. But this will serve as a guideline and get you started in the right direction. And you will know enough so that you can tell if you are getting your money's worth when you have someone else do your porting for you.

Remember this: The more you know about your motorcycle and what makes it tick, the more success you are going to have at the races. The more success you have at the races, the more you are going to enjoy the sport of motorcycle racing.

Time to go to work. Grab your notebook and let's head out to the garage.

By now you have already made your layout and know where the ports are in relation to the crank in degrees. If you haven't, do it now.

First, before we get into where to move the ports in your engine, let's take a look at the size and shape of the ports and how this can affect the way your engine will perform.

In a two-stroke engine we have three ports. They are the exhaust, transfers, and intake.

The exhaust port is the first port that the piston reaches on the way to the bottom of the stroke. The way this port is in the cylinder, size, shape, and position, has more to do with the way an engine will perform than any other port in the engine. Exhaust ports drop into two categories: (1) single port, and (2) two or more ports, better known as bridged exhaust ports.

Let's take the single exhaust port first and the four most common shapes and what they will do for you.

Take a look at Diagram 1, square port. This is the type of port that you will find in most stock engines. The size of it is small and has to be so that the rings won't catch on the top of the port and break. The only other reason that I can give you for this port being this way is ease of making when they cast the cylinder.

Next Diagram 2. This shape port is somewhat like a snake's bite and can get you into more trouble than you know what to do with if you're not careful. As you can see, the port is at its widest at the top, and the sides of the port are on an angle starting with the bottom of the port

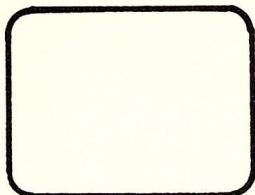


Diagram 1

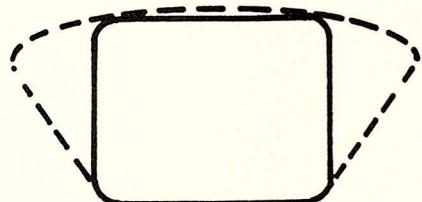


Diagram 2

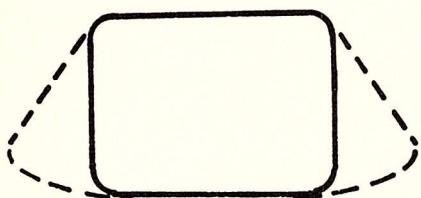


Diagram 3



Diagram 4

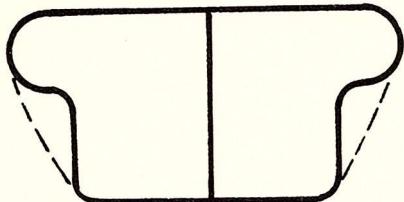


Diagram 5

at the stock width of the port. This type of port and shape will give your engine a very hard pulling powerband from upper mid-range to the maximum rev range. When you grind this type of port, you want the middle of the port to be three to five degrees higher than the ends. The reason for this is that when the engine is on its compression stroke, the ring is pushed out into the port at its maximum distance just as the port is going totally closed. With this degree difference between the center and the ends, the ring won't have as much chance of hanging up on the edge of the exhaust port and breaking. What would you use a port like this in? Any engine could use it — T.T., MX, S.T. or whatever — when the most important thing is upper-end horsepower. Also, if you decide to use this type of port, the pipe and carburetion are more critical. The dividends can be very rewarding, but a touch off and you can learn an expensive lesson.

Diagram 3. As you can see, this port is the same as the above port, but it is upside down, and it works just the opposite, too. This type of port will give your engine good low end, and a lot of

bottom-end torque. Yamaha used to use this type of port in some of their small-bore engines. The only engine that I can think of that uses this type of port now is Honda in their MR50. I've only built a few engines with this type of exhaust port and never researched it out to the full capabilities of this style. It might be the hot tip. If you have the time and a spare cylinder, it could be worth your time to try it. If it does wonderful things, let me know.

Diagram 4. An elliptical port or an oval port is the most common style of port and the one used by most tuners. This style of port has a built-in safety factor because it will keep ring clipping at a minimum. The action of this port will give your engine a very wide powerband. In short, good bottom-end torque, a strong mid-range, and the height of the port in the middle will give you all the rpm that you want.

Diagram 5. Bridged exhaust ports drop into two styles: (1) that found in the Honda, Suzuki and Kawasaki 100s and 125s, and (2) Bultaco, Zundapp, and some of the bigger bore bikes use this style of square exhaust port in their engines. Now, if your engine is that of the square exhaust port with a bridge, I always prefer to reshape it as shown and not change it to the "T"-type exhaust, sometimes called eyebrows, of the Honda, Suzuki or Kawasaki. Why not make this square type of port into the eyebrow type? Two reasons. One is because you can make the top of the port just as wide as that of the eyebrow port and gain some more width lower in the port which will gain torque.

The second reason is that oval sides will help the ring along its way and cut down the chances of the ring breaking. So if your engine is that of the square bridged exhaust port, use this style of port.

The next string of ports that we come to are the transfers. Your engine can have anywhere from two to six, depending on what kind of engine you have. Now here we can get into a lot of conversation on the shape of these ports and the direction of flow that they should have. Dr. Schneurle of Germany came up with the loop scavenging system that we see today in the two-stroke engine. From there the powers of Japan have spent many long, hard hours to build it to perfection. In short, what I'm telling you is to keep your fingers out of the top of these ports. You will probably do more harm to your engine than good by trying to change their flow patterns. Spend your time working the transfers at the bottom of the cylinder where they meet the cases. Getting rid of all the humps and bumps. If you feel that you don't want a flat top transfer port, you may want to move the whole port up a few degrees, or give the back edge of the port some lead time. Then you will have to change this port all the way back into the transfer port. Now you know the why for the angle head porting tool. The roof of the transfer is what controls the flow pattern, not the edge of the port!!

Added transfer ports to the engine can do wonders to the performance of your engine. This addition of ports is called boost porting (see Diagrams 5A, 6A and 3A), third porting, and in some five porting. This type of porting can be done many ways and will give you two advantages: (1) The crown of the piston in your engine is the hottest spot in there. The underside of the piston crown gets just about as hot as the top. This piston heat is trapped in this area above the wristpin. Also, the fuel that is trapped in the piston crown becomes sort of stagnant. So when you build your engine with one or more boost ports, this will let clean, fresh pre-mix travel over the top of the piston, cooling off the lower crown of the piston. (2) After it has done its job there, it then travels out

TWO-STROKE TECH

the ports that have been made in the piston and into the boost port of the engine to help fill the cylinder. A cool engine is a happy engine.

Diagram 2A. I don't know who was the first to come up with this style of porting, but I have a feeling that it was probably a wrench-bender for Zundapp. The first time I ever saw this type of porting mod was in the early 1960s in my ISDT Zundapp. At this time this was top-secret trick stuff, and was guarded better than King Kong's sex life. From that time on I have spent years with this type of porting modification and have used it in all the engines that I build. In the middle 1960s when Hodaka was the king of the 100cc class, there was a tuner who was building Hodakas, by the name of Tom Ruddy, who came up with a five-port design for the Hodaka that did wonders for it. Tom Ruddy was one of the very few tuners who I ever worried about when I went to the races. He knows how to build a racer. I took Tom Ruddy's design and went one step further and built an engine for Gary Bailey that you can still do today, with the Hodaka that was next to untouchable as long as we were racing Hodakas. This engine ran strong enough so that Gary won the Sweep Stakes race at West Lake Village in 1968. Refer to Diagram 4A.

In early 1969, American Eagle came into the light with their first 125 that was powered with the 125 Zundapp engine. Don Emler, who owns the Flying Machine Factory in L.A., at that time was one of the better small-bore riders in the country. Donny got a ride with American Eagle and my job was to take this motor that was built to power motorscooters with (that's right, motorscooters, not motorcycles) and build racing engines from them. Well, life was sweet because this engine had all I needed to work with, and when it was built into a third ported engine it was a rocketship. Later came the Rickman 125, also Zundapp-powered, and with riders like Don Emler, Jeff Wright and Bruce Baron, life was hard on the Japanese bikes for a long time.

What this third porting did for

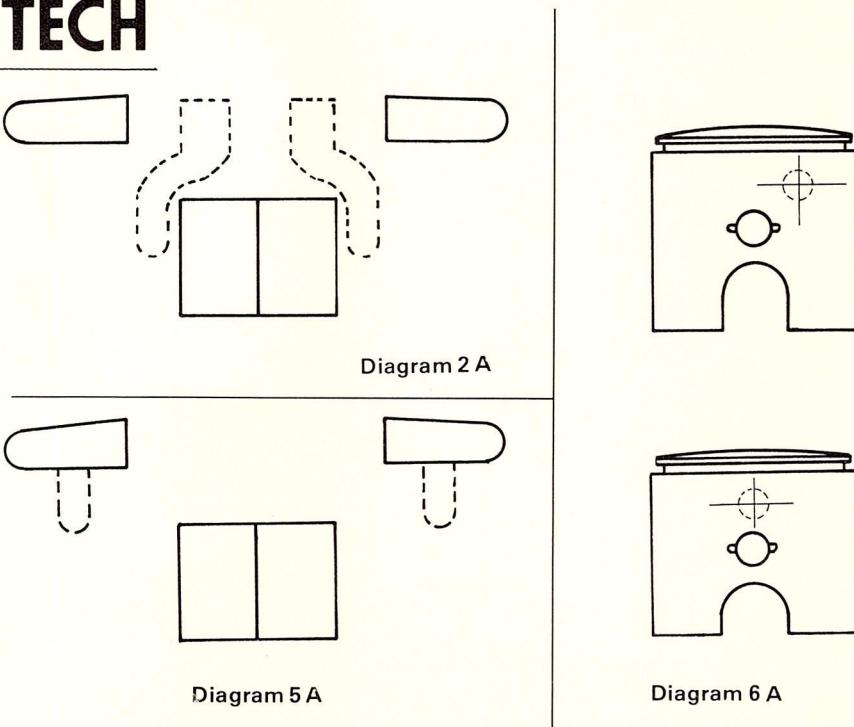


Diagram 2 A

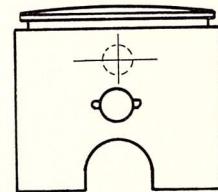


Diagram 6 A

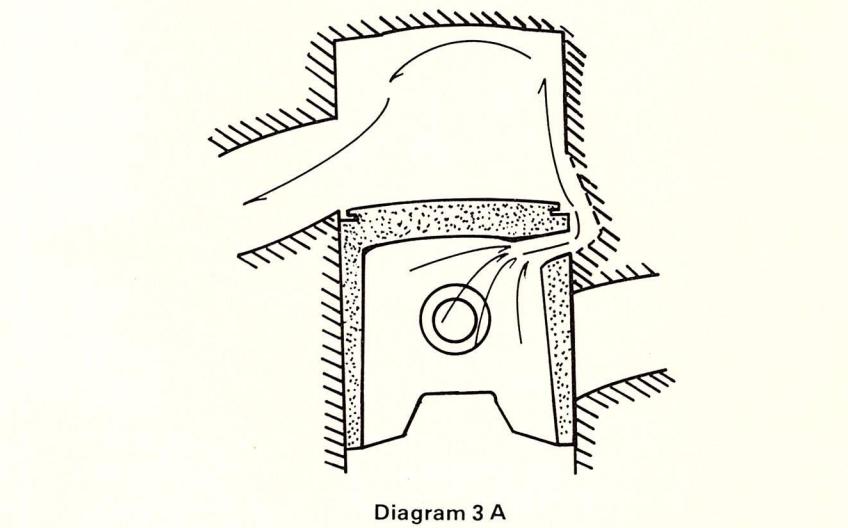


Diagram 3 A

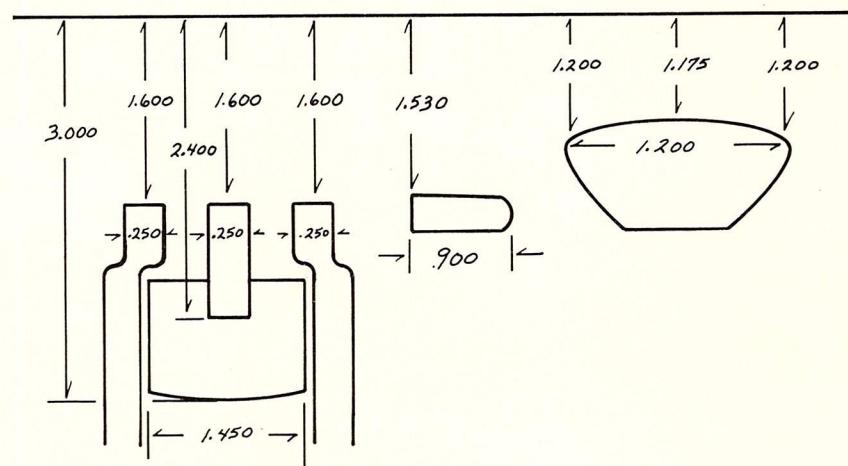


Diagram 4 A

the Zundapp, it will do for the Honda CR and Suzuki TM.

With the 1975 Honda M1 cylinder or the Suzuki RM, you

have no room for this type of third port, because the factory has put in back ports where you need the third port. This is the reason why most of

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your tuners would prefer the 1974 Honda cylinder over the 1975 cylinder. Now with the 1975 Honda cylinder you can fill the factory boost port with epoxy and make a third port engine from it. Only problem here is that this is a big hassle and you must get it filled all the way to the two small side ports so there is a straight side in the transfer wall.

Let's go back to the piston for the third ported engine for a moment. The piston and the intake port of some engines weren't made by the factory so that this job could be done without a little thinking. The port in the piston, if you use the stock piston, has to go into the lower ring land, and you run the top ring only. Now here becomes another problem with this port being in the lower ring land. You must *weld the lower ring land in two spots at the edge of the transfer and exhaust port*. See the picture of piston. This high point of pressure is what you use to fill the third port in the cylinder. Now, if you don't weld up the lower ring land at these two points, you can see what will happen. As the piston *travels past the exhaust port*, which is the first one that it comes to, the charge for the third port will just run around the piston and *out the exhaust port*. By the time that it gets to the third port there is nothing left and most of *your effort and work* has gone to *waste*. If you can't do it right, then don't do it at all. Now part of this problem is taken care of for you if you don't have any way of welding the piston, if you use either a Wisco forged, one ring dyke piston, or Forged True one ring dyke piston. These pistons are made for most two-strokes on the market. They also use an unbreakable ring as their top ring. The money spent for one of these forged pistons is well worth it.

Just a little while ago I told you that the intake port had something to do with the port in the piston. Well, it does, because if you have this boost port in your piston down too low and it opens into the intake port, you are in for the surprise of your life. Pipey? You know it.

Your engine may be the type where you can put in a back third port. The best way to check this out is while the engine is still together. Take the carb off and turn

the engine over till it is at BDC. Next, reach in the intake port with your scribe, and using the top of the intake port as a guideline, scribe a line on the piston. Now pull the cylinder off of the engine and you can see the line that you drew on the piston. Now when you put this port in, stay at least .050 above the line so you won't get any leakage into the intake. If your engine is so designed that there is just no place for the back third port piston port, look at it and see if you can go to the five-port style of the Hodaka (Diagram 2A).

If you can't do that, you can always use plan 47812309654, or the simplest style of boost porting there is. This type of boost porting is one that I designed, again, back in the days of the Hodaka. Diagram 5 and 6A. This style of porting needs no trick angles or welding done to the piston. Diagram 6A. As you can see, this port is just above the wristpin in the piston. You drill one hole on each side of the piston. When you mark the piston for this hole, do it this way: First, find the center point of the piston and draw a line from the wristpin hole to the top of the piston. Next, measure the distance from the top of the pin hole to the lower side of the lower ring. Divide this number by two, and that will give you the centerline. Now take and measure the distance from this centerline to the lower ring land, or the top of the wristpin, and subtract .250 from it. The amount that is left over is half the size of the hole to be drilled in the piston. Multiply this by two. This will be your drill bit size. To drill the two holes in the piston, it is better if you use a drill press so that you can lay the piston flat and drill the hole 90 degrees with the pin. Don't try to hold the piston with your hand. Use a drill vise, or you might wind up being the only three-fingered motocross rider on your block. Don't try to drill the other hole from the same setup. You may be off a little, and by the time it comes out the other side of the piston it could be a long way from where you want it. Just turn the piston over and drill the other side.

After you have the two holes in the piston, take the piston and put it in the cylinder at the BDC line as it would be on the rod. With a

small "C" clamp, clamp the piston against the cylinder spigot. Reach in the piston with the bent end of your scribe and mark the cylinder wall through the hole in the piston. This will show you where the hole is in relation to the cylinder wall. Next, with your depth gauge, mark straight lines from each side of the round mark on the cylinder wall to the bottom of the transfer port. With your porting tool grind a small groove from the bottom of the mark up to the bottom of the transfer port. This type of boost port will make your engine run cooler just as the third port in the back of the piston will. You won't feel any difference in hp, but you will find that the engine won't lose horsepower on you like it did. Desert and enduro bikes love this type of boost porting. As I said, you don't have any tricky angles to worry about because it is going into the transfer port, and the roof of the transfer is handling the direction of flow.

The last port that we have in the two-stroke engine is the intake port, or, in 40-dollar words, induction part of making the piston go up and down. Intake systems fall into three categories: (1) piston port; (2) rotary valve; and (3) reed valve induction.

Piston-controlled intakes are still the most common type of intake port style that we find today in the two-stroke engine. This type of intake system has its good points, but it also has its drawbacks. In the very near future, it will be a type of intake port that will be past history. When modifying the intake in a piston port controlled engine, the bottom of the piston, or piston skirt, opens this port. The size and shape of this port is sort of limited by the size of the piston skirt. Refer to Diagram 7B. You can see the three types of intake ports that we have in the two-stroke cylinder. The square intake port in the stock cylinder is the most common. We have the big oval port like you will have in the Suzuki RM. Most of the 100cc and 125cc engines today have an intake that has a bridge in the center of the intake port. Let's go back to Figure 1, the square intake port. When you modify this port, you can usually make it a little wider. When you do, be sure that you grind the

Continued

TWO-STROKE TECH

bottom of the port in an oval shape. This oval bottom will help the intake skirt of the piston as it travels over it from digging in and hooking the bottom of the port.

In Figure 2, the big oval intake that only Suzuki uses in their RM, is the only way that you could run a port this wide without a bridge in it. Now, if you are thinking of changing the intake in your engine to this shape, DON'T do it without giving it a lot of thought. Here is why. Example: In a YZ80B you would get an increase in horsepower, but you would also have the back of the cylinder break off on you. This would happen because the port would be too close to the cutaway for the bottom of the transfer ports. Figure 3. The bridged intake port, when being modified, can retain its flat bottom, and you can push the width of the port to the max, which is controlled by the piston skirt. This control factor is from the cutaway part of the piston for the transfer port. Just be sure that you have .075 on the cylinder wall for the piston to run on. This is enough for piston guidance and seal.

Rotary valve timing is where the intake is controlled by a round disc with a cutaway to open and shut a port that comes in from the side of the case. With the rotary valve you can control the opening and the closing of the intake duration of the engine dead on. When modifying the rotary valve port, just clean it up and bring the port to a high polish.

Reed valve induction is fast becoming the controlling intake system of the two-stroke engine. One of the questions that I get asked the most is, "Is a reed valve the best way to go on my bike?"

Let me answer it this way, then when you modify your engine you can make your own choice.

A little over five years ago, Dale Herbranson, who is now D.H. Enterprises, walked into my shop and showed me a reed valve that he had made for the Hodaka. Explaining to me that he was getting ready to do some testing with it, he asked if I would be interested in working with him in building an engine using the reed valve approach. This was the first reed engine that I had

built. The reason wasn't because I was hard-headed and felt that they didn't have enough merit to benefit an engine's performance. It was just that the D.H. reed was the first reed assembly that was built the way I felt one should be made. The reed was small, compact, and engineered for use on a motorcycle engine, not one that was built for something else and converted.

As we already know, the crank-shaft turns 360 degrees in a circle to make the piston go up and down in the cylinder. Since the cylinder bore is a round circle, we have 360 degrees again. Now, the best way to get the most horsepower from a two-stroke engine is to use the greatest part of this circle for ports.

With the use of the reed valve, you can use all of the back of the cylinder, or at least most of it, for more transfer ports. The other big thing you achieve is that all the work you do to get more fuel into the engine isn't being wasted, because it will stay in the engine. As soon as the piston starts on its way back down on its power stroke, pressure is being built up in the bottom end of the cases. With a piston-controlled intake port, this pressure is being forced back out of the intake port and carb, and will continue to blow back until the piston skirt closes the intake port. By this time there is very little charge left in the lower end to be pushed up through the transfers. This is why good racing

Diagram 7 B

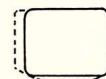


Figure 1

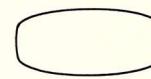


Figure 2

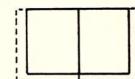


Figure 3

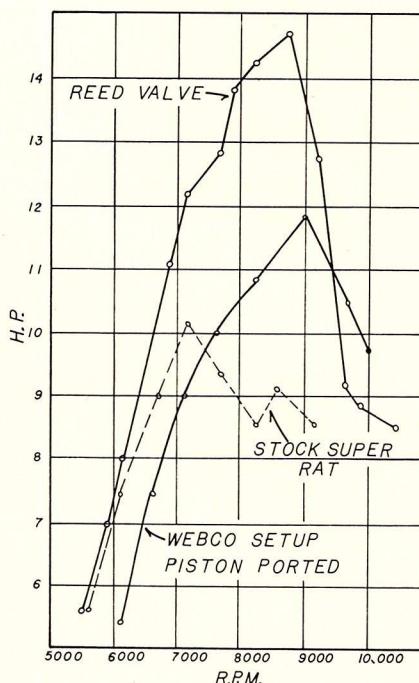


Figure 8

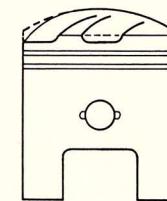


Diagram 11

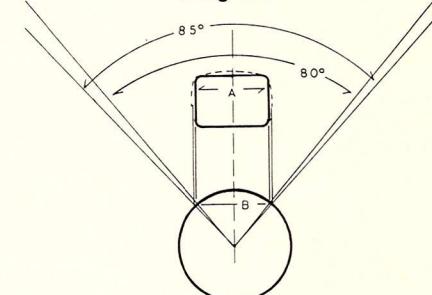
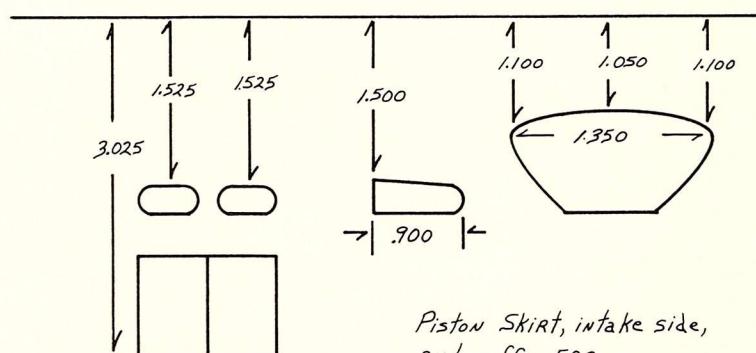


Figure 10



Piston Skirt, intake side, cut off .500

Diagram 9

bikes that are fast have little torque, and the only way you can ride one is WFO. Take this same engine and install a reed on it and you will pick up as much as a 50-percent increase in low-end torque, plus, as an added benefit, you eliminate the load-up of the piston port engine.

Now, as I just said a while ago, the reed valve gives you the back part of the cylinder for more porting. Not only that, but the graphs of horsepower show that these ports are absolutely essential to the performance of the engine. Without the boost ports, the engine will be slower and have less power than it did stock. These ports, either one or two, are controlled by the type of intake port or where the ring locks are in the piston. NEVER, NEVER run the ring ends in a boost port. If you do, the piston ring life will become very short, and you stand a very good chance of breaking a ring. As an example, Yamaha puts one boost port in the center of their cylinder, and pins their ring on the side. On the other hand, the Hodaka piston is pinned to the middle of the piston on the back, and you have the room to put in two boost ports in the back of the cylinder. Which is the best to use? One or two boost ports? That's a good question. I prefer a style of porting that uses two boost ports. The only reason for this preference would be the fact that the piston and ring would maybe have a little better support. As a good rule of thumb, just be sure that you have a .250 web between the boost ports. The total width of the boost ports need be no wider than that of the intake port.

Is the reed installation worth the hassle and expense? Take a look at the dyno chart; it might help you make up your mind. See Figure 8. Diagram 9 is a porting blueprint of the engine on a dyno chart.

Now we have one more point of interest to look at before we are ready to start making a blueprint for the porting of your engine. This point is, how wide do you make the ports and does it make a difference?

Let's look at what this width does first. How well your engine will run will depend on the port duration as well as the port timing. This port duration can be looked at in two ways. In short, duration means how long a port is open. Better yet, how much volume you can get through

one given port.

Let's take an example first. Let's say that you have a YZ80B. We know that if we raise the exhaust we will get an increase in the top-end horsepower, but we also know that we are going to lose some bottom-end torque. Is there a way to get a touch of both without changing the port timing? Yes, there is, and you do this by changing the width of the exhaust port. This will give you more port duration without changing the timing. How far you can push the width of the exhaust port is controlled by the bore size and the type of rings that the piston has on it. If you don't own a YZ80B, the type of exhaust port that we are referring to is that of the single-type port with no bridge.

Back at the very beginning I stated that the oval port was the port used by most tuners and has the greatest safety factor for you. This is the type of port that we will use.

With the oval port we have two ways of coming up with how wide we can make the port. See Figure 10. The way we come up with how wide we can make the port in degrees of the cylinder bore is as follows. It is a good idea to first know what your cylinder has to start with. After knowing this, you will know how much you can change it. Stage right.

(1) Draw a circle the same diameter as your cylinder.

(2) Using your dividers, measure the width of your port (A).

(3) Take this measurement and put it on the circle that you just made (B). This is called a chord measurement. The length of chord (B) is to be the same as the width (A) of the port.

(4) From the two points on the circle where the chord meets the circumference, draw lines to the center of the circle. Carry these lines out from the center about five inches.

(5) Now place your degree wheel over the circle with the center right in the middle of your degree wheel. Now turn your degree wheel so that "0" is on one line. Where the other line comes out on the degree wheel is how wide your port is in degrees.

(6) Now if your bucks are limited, you can get a 360-degree protractor at any stationery store, made out of

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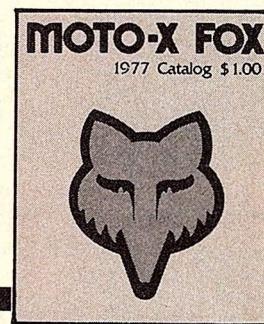
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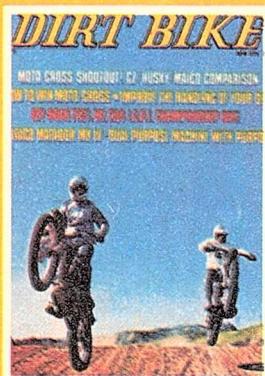
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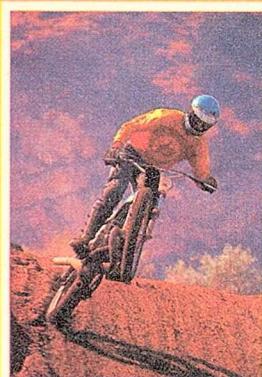
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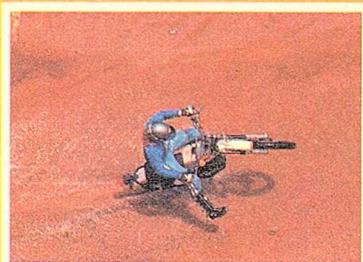
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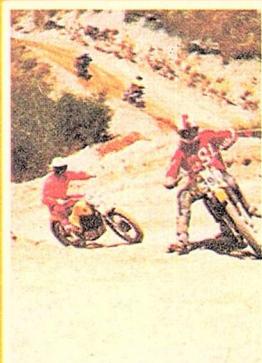


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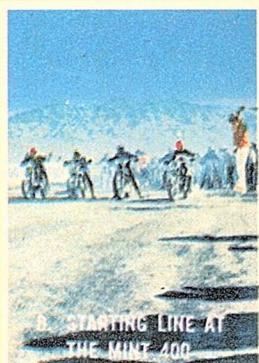


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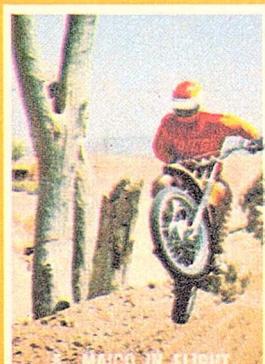
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Continued from page 6

didn't bring you all the way out here t' crepe-hang all day."

"But I can't see anything."

"Then listen!"

Back in the pits, Looney Len came up to us and made an announcement.

"The State Police have closed all the roads. We'll be stuck here for days."

"That's great!" said Al, still trying to stop the bleeding. "Let's ask Andy if we can have extra-long races."

No, motocrossers as a whole may be tough, but New Englanders are the steel ingots in the fluff of life. They are manifestations of their weather conditions, the embodiments of the tundra from which they are formed. This is of little comfort to me, however, huddled in a camper in Upper Sandusky. My New England roots have long since withered in the California sun. Clouds keep me inside. But duty calls. I put on my last T-shirt, grab my cameras and step out into the cruel world for the second moto. ▀



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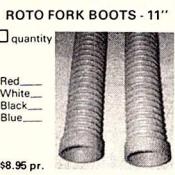
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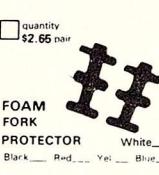
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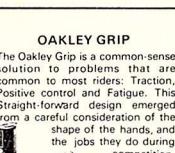
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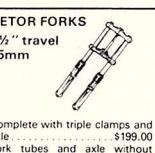
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CT-16 Yamaha YZ-80 1975

CT-17 Yamaha TT 500C 1976

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CT-20 TM 125-175 1974-75

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Honda MRs, XLs & CRs

Circle 15 on page 72

Continued from page 14

extreme cases are caused from bent triple clamps, which must be replaced.

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CHAIN ALIGNMENT

I was a proud owner of a Kawasaki KX125, year 1975, until I purchased a DG forward mount swingarm. I have a set of Boge

shocks on it (length 13.5 inches), and a chain tensioner (Chaintight). All I keep doing is throwing chains. How can I solve my problem?

The chain has been at different tensions. I either throw the chain or snap it.

There are stock sprockets on it — 13 teeth in front, but 58 teeth in back, instead of the stock 60 teeth.

I would like to know the proper weight shock springs for my weight of 135 pounds. Thank you for any help you can give me, as I would

like to go back to riding again.

Mike Smith
Bedford Heights, Ohio

First off, you should check the axle alignment marks to see if the wheel is properly aligned. Then double-check it by eye; it's got to be straight as an arrow. If that checks out, the chain tensioner may be misaligned or bent. If not, check for a worn or bent chain. Bent chains love to derail. A simple test to check for a worn chain is to lift the chain off the back of the rear sprocket. If it pulls away more than half the distance between the top and bottom of the sprocket tooth, then it's worn out and should be replaced. Also check the chain for tweaks or bends caused by derailment. A good test for this is to get behind the bike and sight down the chain while spinning the tire. If there is any twisting or excessive side-to-side play in the links, the entire chain should be tossed in the trash can. Also, check your sprockets to see if any teeth or even the sprocket itself is bent. As a rule,



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if the chain needs replacing, the sprockets should also be replaced, as worn sprockets have a tendency to wear out chains a lot quicker than normal.

WETTING THE LEATHERS

I am writing to you because I don't know how to overcome an embarrassing problem I have when racing. I understand that other guys have the problem too, but no one I've talked to seems to have a solution.

My problem is that I can't control my bladder and usually wet my leathers during the race. Besides being embarrassing, it's also ruining my leathers.

What would you or your other readers know about how to solve this problem? I need help please, as I love racing and bikes, and don't want to stop. Keep up the good work in MOTOCROSS ACTION!

Jack Curran
Sarasota, Florida

Jack, it's true that you're not the only guy with this problem. Many riders have it or have experienced it. Ruining your leathers is the least of your problems. "One of two reasons could be the cause," says Dr. Leonard Scott of Burbank, California. "Doc" is an avid cycle enthusiast who has raced many a desert race, including the Baja 500 and 1000. Starting your event with a full or partially full bladder is dangerous. Especially if the course is rough. Many believe nerves at the start or during the race are the cause. You're just so excited you can't help yourself. On the other hand, you could have started a rough event months ago with a full bladder and injured it in a way that's going to take months to heal. You may not be giving it a chance to heal and the bladder is unable to hold anything. It's possible the problem could be serious. Doc says that if it continues, see your doctor. Take it from me — don't take any chances. During the last half of this year's Mint 400 desert race, I ruptured my bladder by drinking too much Gatorade during the race. All of a sudden I was wetting my leathers with urine and blood for a full 50 miles of the roughest desert in the world. It was the worst pain I've ever experienced. Don't mess around — see your doc now!

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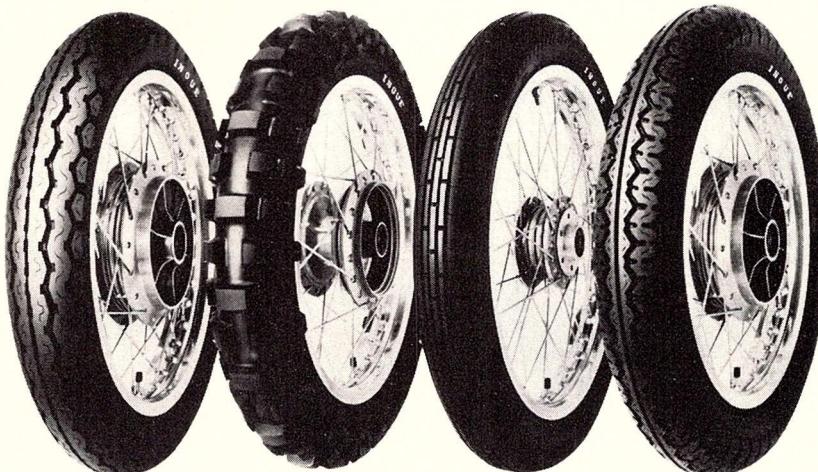
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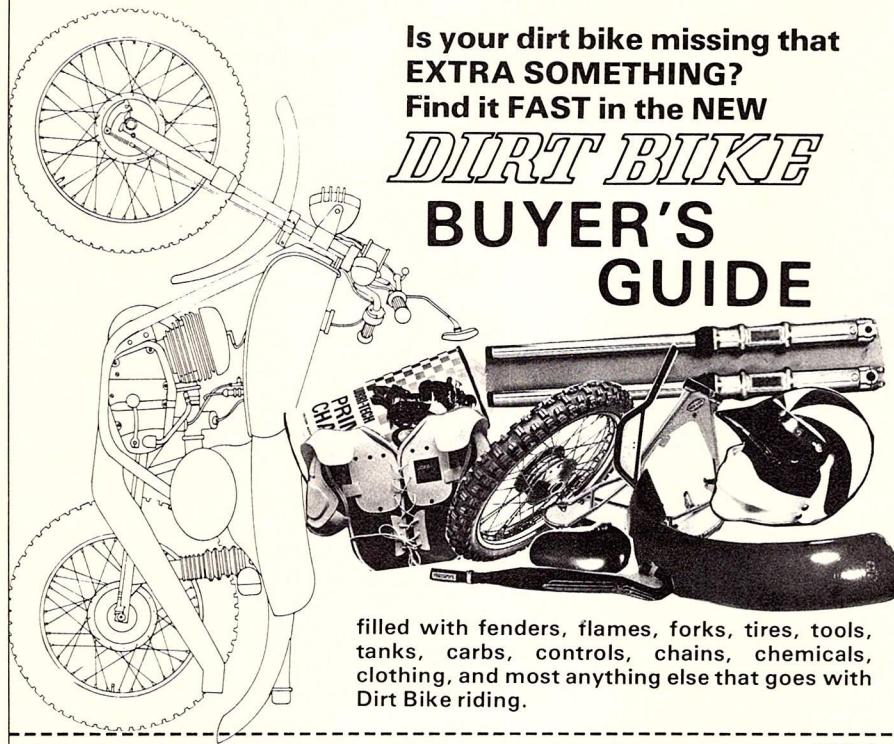
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MAIL ENTRIES

Continued from page 8

guess NASA doesn't like to DNF,
because without any human mechanics they got it fixed.

If I can believe that, I can believe
anything.

(No name given)

Dear Baz,

If you think the tracks in SoCal
are bad, you should see what we
have to ride on up here.

Xecleesus Urelikees
Astraspik, Mars

*(Looks like nothing but red rocks
and erosion ditches to us, Astra. —
ed.)*

EVEN MORE EUROPE

Dear MXA,

Your continuation of fine European
coverage is very welcomed,
especially in this year, where
Lackey, Pomeroy and Smith have
all won races. They're beating the
Europeans at their own game. It
makes me feel proud to be an
American.

John H. Sigmund
New Hampshire

*(Think how you'd feel if you were
a Belgian. — ed.)*

Dear MXA,

The 125 World Championship
GPs seem really weird. Do bikes like
the Beta, Montesa, Gilera and
Ancilotti go really fast or are all the
riders squids? Why don't they sell
those bikes in the United States?
How come Marty Smith is the only
one that rides an Elsinore? Europe
sure is a trip.

Dale Bailey
Stumpsville, Iowa

Dear MXA,

How about some shots of the trick
125 CZ I've heard about?

R. Moran
Bellflower, California



EUREKA

Dear MXA,

If you're looking for the ultimate downhill, you should try the Kilometra Lanciato track in Cervina, Italy. If you think Mammoth Mountain will make you grow hair, wait'll you see this.

R. Magiera
Bozeman, Montana

RICHES TO RAGS

Dear MXA,

Right now I wear a burlap bag when I race. If I have enough money left over after buying an FMF Suzuki, I might buy one of your jerseys.

Rick Thames
Milton, Florida

(Don't plan on it. — ed.)

'ELLO MATES

Dear MXA,

I intend to come over to the United States and Canada to race early in '77. I have never been there before and would like to get to know a few people my own age so I won't be completely lost when I arrive. I'm 22 and own an RM250 and an RM125.

Brian Paulin
269 Main Rd.
Stokes Valley, Lower Hutt
Wellington, New Zealand

YOU SEE SOME STRANGE THINGS AT MAMMOTH

Dear MXA,

In your Mammoth Mountain article it says that Marty Tripes had one side of his handlebars break off during a race. I was looking at the picture of him on page 26 and was wondering which side broke off. The right-hand side with the clutch, or the left-hand side with the throttle?

Ted Anderson
Prescott, Arkansas

TRAITOR

Dear MXA,

I think your magazine is bitchen, but recently my friend Pete Nestlerode switched from racing to surfing.

Buncarello
Gravel Pits, California

*(What's surfing? — ed.)
(Go for it, Pete. — ass. ed.)*



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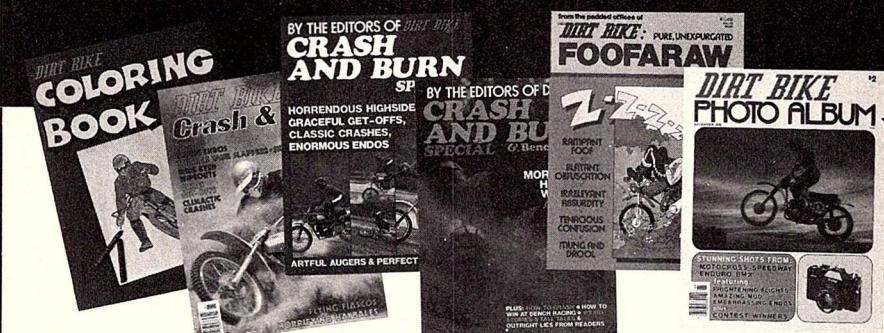
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Continued from page 61

plastic (clear), and it will have a center mark on it in the middle that makes this job a little easier. Picket makes a good one. Get a model 6360. That's what mine is.

On the stock cylinder we see that we have (A) = 80 degrees. As I said a while ago, this width is controlled a lot by the piston and rings that are on it. With the cylinder being 80 degrees stock, you can safely push it to 85 degrees, or five degrees more than stock. Put your protractor back on the circle and line up the "0" again with one line. With your pencil, go to the 85-degree spot and put a dot on the work sheet. Remove your protractor and draw another line down to the center of the circle. Take a new reading on the chord measurement. This will be your new port width (A).

There is one other way of doing this, and that is to go by the percentage of the bore. This is a touch on the dangerous side for you, but if you must use it, use 65 percent as your starting point.

The best way is to go by degrees. Find what stock is first, then add five degrees to it. Will some engines let you go wider than that? Yes, but you are asking for problems. Here is the way you find out what the maximum is for your engine. Step one is to move the port out five degrees. Run the engine for a couple of hours and pull it back down. Look very closely at the top edge of the port for ring bumping. If there is no sign of the ring or piston digging into the port, you can then push it one more degree. Keep going up until you see that the ring is starting to mark the top of the exhaust port. Hopefully you will see this mark before you break a ring. After you get this mark on the top of the exhaust port, bore the cylinder out to the next oversize piston. This will bring you back to the point of degrees that was the max for your engine without problems.

This same type of practice will also work on your intake port.

Bridged exhaust ports are bigger or have more degrees of exhaust port opening, which is why they have the bridge in the middle of the port. The same practice you used

above for the single port will also work on the bridged port. Find what stock is, then add five degrees, and start from there. Be careful that you don't get too close to the transfers.

By now you are starting to think like a tuner and can see that the performance of the two-stroke engine is a controlled factor of degrees of a circle. Whether it's up or down or around the bore of the cylinder, they're all 360 degrees of a circle.

The next phase of tuning is just where in the world do we move the height of the ports.

That, my friends, is the million-dollar question that everyone would like to know. After all these years, I don't have the answer. Neither Yamaha, Honda, nor anyone else does. Why? Because there are too many things that control this problem. Example: You can change the exhaust port three degrees and it can turn from a rocketship to a turkey. Now take that same engine and change the pipe and maybe the carb, and you just got back what you lost plus some more. So you can see it's just like a big merry-go-round, and the things that you can do never stop. Now you can also see why it's so important that you keep records of what you are doing, because if last month you did something that didn't work, you don't want to repeat the same mistake.

Somewhere back up the line I said that it is always easier to take out the metal than it is to put it back in again. So what kind of steps can you take to improve the performance of your engine and not blow a cylinder while you are doing it?

First thing we know for sure is that blueprinting will help the engine do more everywhere.

Second, we know now how to figure out the port widths and get the maximum flow from them. Step one and two would do these things.

As of yet we have not changed the port timing; it is still the same as it was.

Now with just these two basic steps you have improved the overall performance of your engine from ten to 30 percent. In short, your bike will run a lot better than it did.

Now you also have the layout

sheet on your engine. We also know that the ports, as far as they open and close, is where these numbers come from. Since you don't know for sure what to change to get what you want, we can cheat a little here, and all you have to lose is a piston if you go too far. Refer to Diagram 11. Remove the metal from the crown of the piston on the exhaust side, and cut the piston on the intake skirt the amount of degrees you think you need to get the change you want. Do this in steps of two degrees at a time. When you get to the point where you think you have gone too far, and the bike is getting too pipey to ride, you can look back at your record book and see what the port timing was just before you went over the hump. Now all you have to do is go down to the local bike shop and get a new piston. If you found in your testing that three degrees up on the exhaust and ten degrees more on the intake timing was just what you wanted, you can grind this amount from the cylinder.

Remember this. Blueprint your engine first. Make sure that the ports are as wide as they can be without breaking rings or piston skirts. Then, and only then, make changes to the port timing in intervals of no more than one degree at a time.

Also as a note so that you won't be worrying about the transfer ports: Even though you are adding one more degree of blow-down time to the transfers every time you raise the exhaust one degree, leave it alone. I very seldom raise the transfers. If you grind the exhaust port in your cylinder and it has just become too pipey to ride, move the transfers two degrees. This may get back the torque that you lost. Now you can advance these transfers up just like you change the exhaust timing and intake timing by cutting the edge of the piston down. You say your engine has a dyke ring piston? You have a problem on your hands, since you have no choice but to raise the ports themselves.

The successful combination of exhaust, transfer and intake can only be achieved by keeping records of what you have done from the beginning. The "know-how" gained is a reward in itself. A two-stroke in full song is sheer joy and well worth all the hassle.

Continued from page 55

full sponsorship from the Crazy Shirts outfit, but will be expected to put in an appearance at about 60 meetings throughout both main islands.

Machinery is 90 percent Japanese, currently very heavy on Suzuki RMs. Monoshock Yammies and CR Hondas are popular, Kawasaki not far behind, and there is an occasional Husky, Maico and CZ. Puch, Penton, Can-Am, Bultaco and Montesa haven't made the scene, mainly because of an import tariff system which favors Japan. Currently an RM125 sells for around \$1400, but a Husky or a Can-Am would put its owner back \$3000.

What is needed, then, to put New Zealand on the world MX map?

I asked Rahier this question, to which he answered:

"First you must offer good prize money. You can't attract international riders with \$20. Air fares and accommodations are a big expense for any rider traveling from Europe or the States to New Zealand. So you must offer good money — and not just for the winner. It has to be good for the first ten riders, as in Belgium or France. In Belgium, first prize is \$1000 for every race and most riders would ride twice at a meeting, once on a 125 and once in the Open class.

"Then you must have longer races — at least 40 minutes. The 15 or 20 minutes you race at present is no good at all. You should run two, or no more than three, races at each meeting instead of the ten or 12 at present.

"Do this and you'll start attracting big names from overseas. And you'll start attracting big sponsors.

"Also, it might pay to get together with Australia and organize a series — say ten meetings, five in each country, with big prize money and backing from one of the multi-national companies. That I'm sure would be an attractive proposition for DeCoster and the rest."

The first steps are being taken. One New Zealand company is putting up \$2000 for a North Island meeting next season. Harrison will return to defend his title; add a visit from DeCoster and/or Rahier again and you could be hearing a lot more of MX from this remote part of the world.

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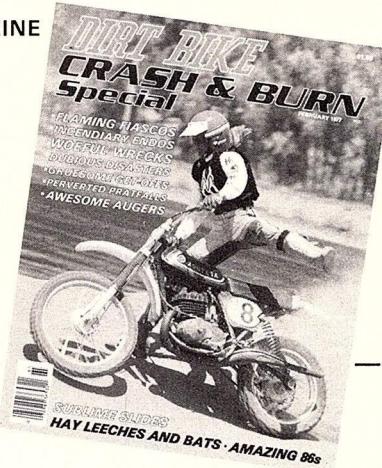
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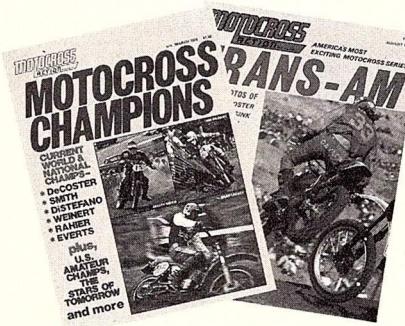
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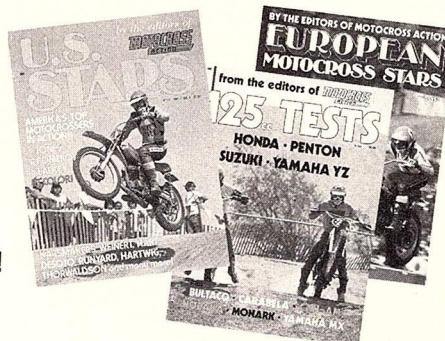
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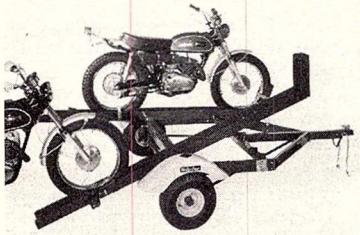
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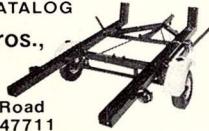
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LAKE SUGARTREE

Continued from page 41

the lead from Burgett in the final race and held it until his swingarm started breaking up. Yamaha's 125 National Champion, Bob Hannah, worked his way up, inherited the lead from Pomeroy and kept it until DeCoster came by.

Hot flash in the first moto was young Honda factory rider Tommy Croft, who put his excellent form in the berms to work and caught up with the Weinert-Smith battle — making it a three-way dice till he stalled it in one of the slots.

The flashes that paid off, however, came from 125 stars Marty Smith and Billy Grossi. Smith overcame piston scuffing in both motos to score an excellent second overall. And Suzuki-mounted Billy Grossi, racing in his first-ever Trans-AMA series, was just plain outstanding. His third overall again bested teammates DiStefano, Stackable and Dr. Gerrit Wolsink, who topped a hard-fought 16th in the first heat by crashing into the scoring tower in the second.

The most unnoticed performance came from Francis Summey, a local boy from Charlotte, North Carolina, riding a Suzuki for Lubz Systems Corp. He finished tenth overall against the very best.

Ironically, the most *noticed* performance came in practice when Roger DeCoster's Suzuki got sideways on an off-camber, did a 180 and ended up going backwards down the hill. DeCoster, still feet-up, gassed it, of course, but the Suzuki flipped and ended up on the handlebars, knobbies up. The Champion calmly righted his machine and returned it to the pits, serving as a living reminder that, occasionally, even the best take a bite.

MOTOCROSS ACTION
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1. Date of filing: September 30, 1976.
2. Title of Publication: MOTOCROSS ACTION.
3. Frequency of issue: Monthly (semi-monthly in May).

4. Location of known office of publication: 16200 Ventura Boulevard, Suite 220, Encino, California 91436.

5. Location of the headquarters of general business offices of the publishers (not printers): 16200 Ventura Boulevard, Suite 220, Encino, California 91436.

6. Names and addresses of publisher, editor and managing editor: Publisher: William R. Golden, 16200 Ventura Blvd., Encino, California 91436; Editor: Dick Miller, 16200 Ventura Blvd., Encino, California 91436; Managing Editor: Paul Boudreau, 16200 Ventura Blvd., Encino, California 91436.

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- e) \$200-\$400
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11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?

- a) competition
- b) technical
- c) new bike tests
- d) personality features
- e) product evaluations
- f) other

1st _____

2nd _____

3rd _____

4th _____

5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?

- a) Dirt Bike
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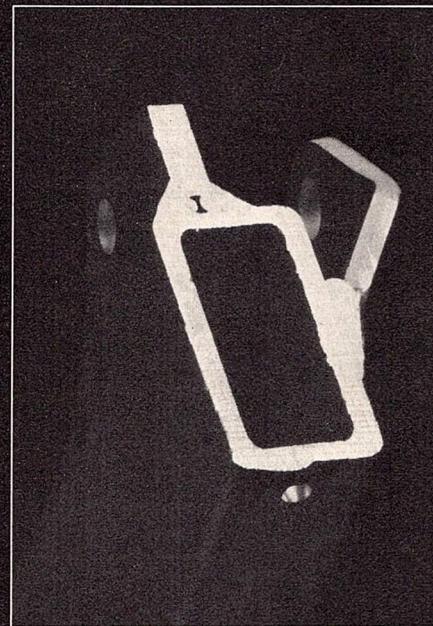
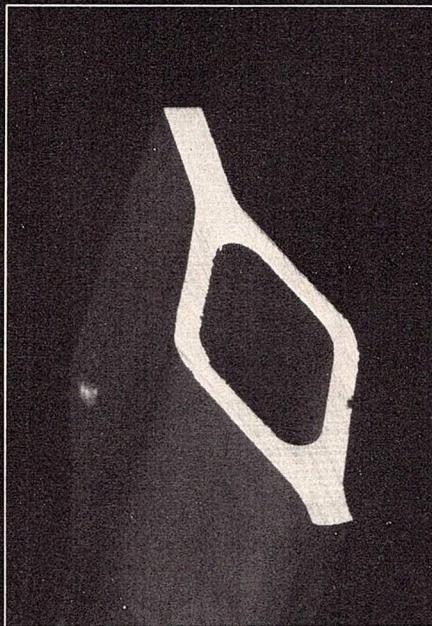
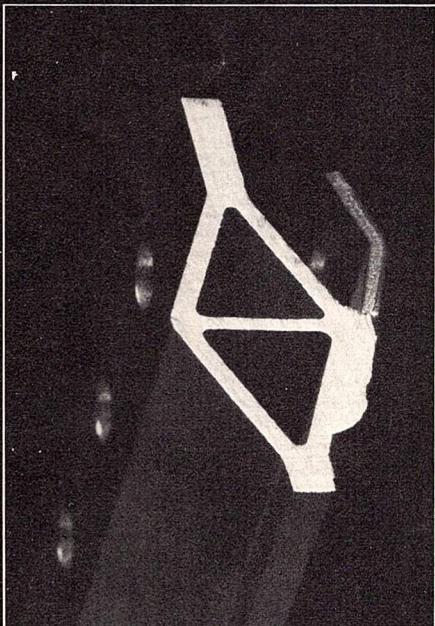
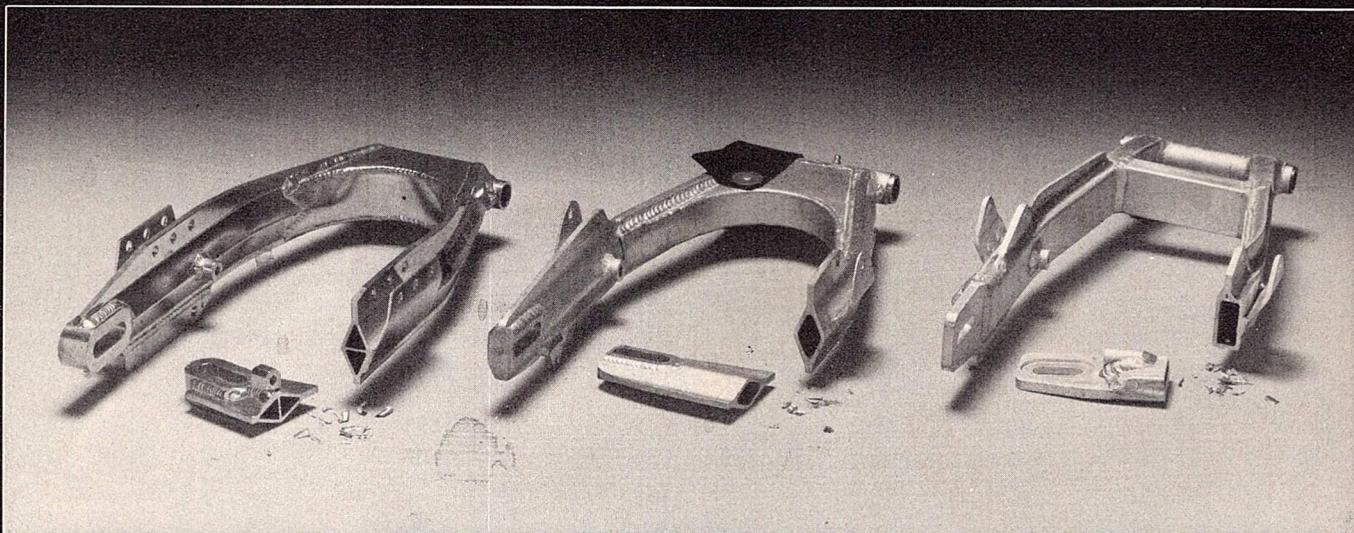
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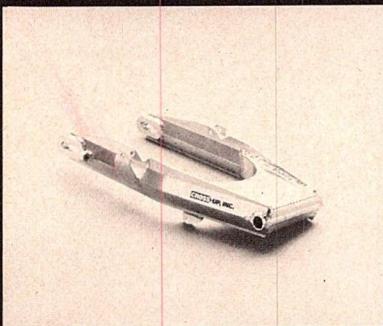
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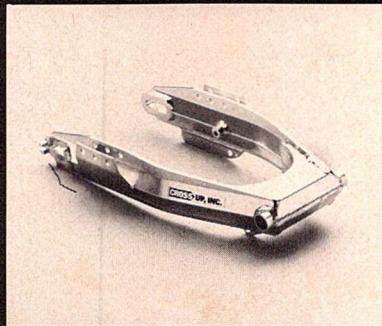
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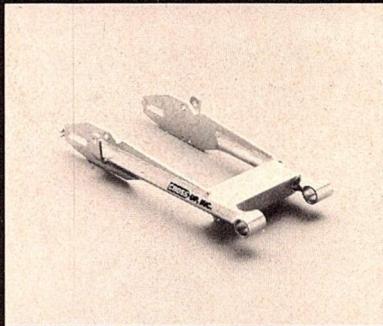
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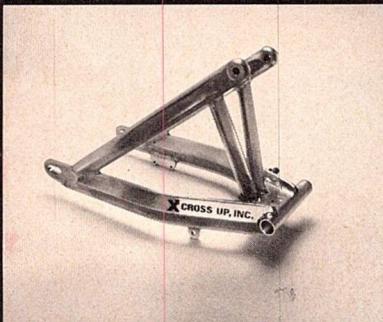
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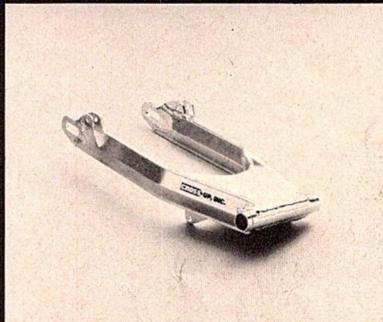
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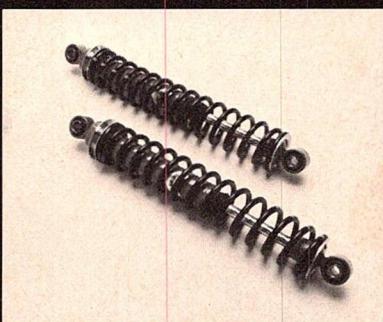
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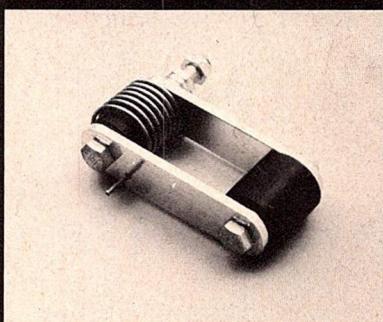
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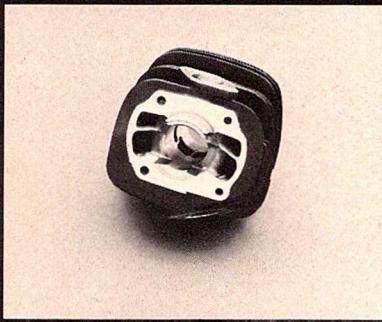
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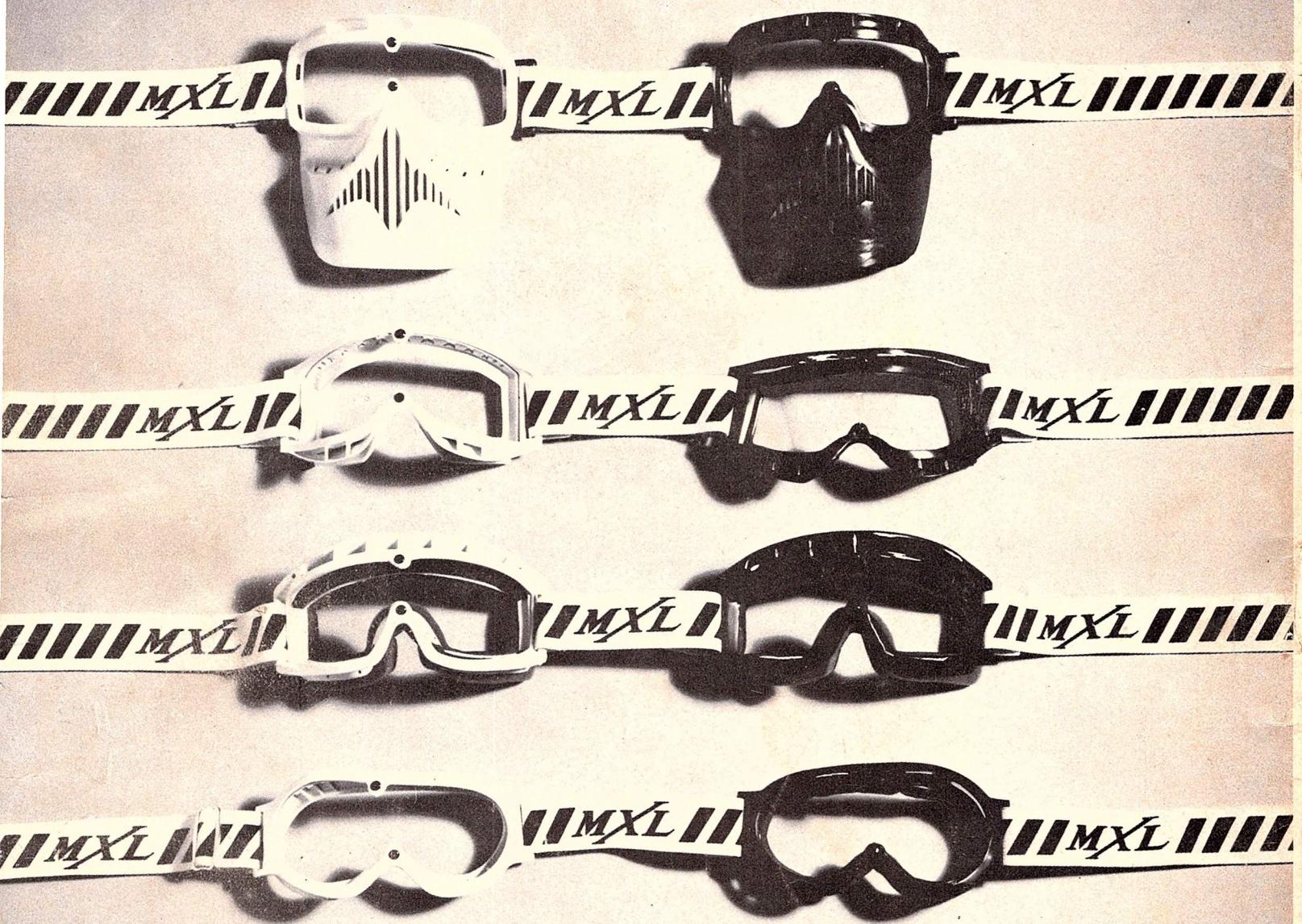
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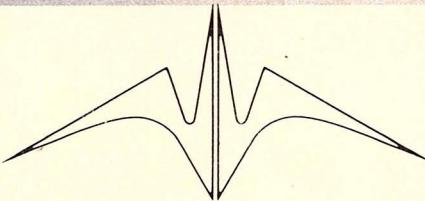
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